MICROFILM

START
OF
ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 226

CONTRACT NUMBER : 9329

1981 Cascade Hwy. S. at Gaffney 9329
Lane & Beavercreek Rd. @ Fred
Meyer. (Traffic sig. install)

9329

B

December 14, 1982

Peerless Insurance Company
c/o Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

CON 3
#9329

Gentlemen or Ladies:

On November 22, 1982, we wrote to you concerning release of final payment on Contract No. 9329 awarded to Tice Electric Co., for traffic signal installation on the Cascade Highway South at Gaffney Lane and Beavercreek Road at Fred Meyer Access in Clackamas County.

Final payment on this contract is $2,493.60 and the total contract amount is $51,341.58. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Tice Electric Co.
P. O. Box 15009
Portland, OR 97215

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

NOTED ON CARD
12-14-82 dc

9329.

12-2-82

B

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Bugge Investment Co. dba Columbia West Materials & Constructors Co.<br>No. 9328 | N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp<br>Multnomah County | November 8, 1982 |
| Hi Lo Roads, Inc.<br>No. 9439 | Florence/Eugene Hwy. @ M.P. 10.3<br>Lane County | November 8, 1982 |
| Sims Electric, Inc.<br>No. 9348 | Main St.-Campbell St. (Baker)<br>Baker County | November 9, 1982 |
| E.H. Itschner Co.<br>No. 9461 | Shaniko Rock Production<br>Wasco County | November 9, 1982 |
| Linnco Electric Co.<br>No. 9394 | Pac.Hwy. E.@ Hayesville Dr. NE (Salem)<br>Marion County | November 9, 1982 |
| Olson's Mechanical & Heavy Rigging<br>No. 9517 | Catching Slough Bridge<br>Coos County | November 9, 1982 |
| Gresham Paving, Inc.<br>No. 9255 | N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham)<br>Multnomah County | November 9, 1982 |
| Schrader Const. Co., Inc.<br>No. 9119 | W. Intchge., Sellwood Bridge<br>Multnomah County | November 10, 1982 |
| Hertz Electric, Inc.<br>No. 9246 | SW Cedar Hills Blvd. @ SW Butner/Barnes Rd.<br>Washington County | November 15, 1982 |
| Sims Electric, Inc.<br>No. 9393 | Old Hwy. 20 @ "A" St. (Toledo)<br>Lincoln County | November 15, 1982 |
| Auburn Const. Co.<br>No. 9346 | McFee Cr. (Midway Rd.) Bridge<br>Washington County | November 16, 1982 |
| Tice Electric Co.<br>No. 9329 | Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access<br>Clackamas County | November 18, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Electric Corp.<br>No. 9449 | Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn)<br>Marion County | November 18, 1982 |
| Douglas S. Coats, Inc.<br>No. 9317 | Jordan Cr. (Danner) Bridge<br>Malheur County | November 22, 1982 |
| Stukel Rock & Paving, Inc.<br>No. 9229 | N. Klamath Falls Intchge.-Jct. Green Springs Hwy.<br>Klamath County | November 23, 1982 |
| Wildish Corvallis Construction Co.<br>No. 9353 | Corvallis/Lebanon Hwy. @ Seven Mile Lane<br>Linn County | November 30, 1982 |
| Nelson-Deppe, Inc.<br>No. 9300 | Powder River<br>Baker County | November 30, 1982 |
| Roseburg Paving, Inc.<br>No. 9215 | Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy.<br>Douglas County | November 30, 1982 |

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9329

1

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cascade Hwy. S. @ Gaffney Ln. & Beavercreek Rd. @ Fred Meyer Access

WEEK ENDING: 2/6/82

SECTION PREFIX: 103-8210

HIGHWAY: Cascade Highway South

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Traffic Signals

CONTRACTOR: Tice Electric Co.

CONTRACT NUMBER: 9329

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 9/3/81

DATE WORK STARTED: 10/27/81

ESTIMATED COMPLETION DATE: 1/19/82

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 90

CALENDAR DAYS USED 90

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 113,658.43

EXCLUSIVE OF ENGINEERING: $ 103,731.93

ENGINEERING AUTHORIZATION $ 9,926.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 97,774.00

ENGINEERING COST TO DATE $ 7,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: 1/19/82

ESTIMATED PERCENT: UNDERRUN 6 %

PERCENT OF AUTHORIZATION 73 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Fair | 0 | | |
| MONDAY | Rain | 0 | | |
| TUESDAY | Showers | 0 | | |
| WEDNESDAY | Showers | 0 | | |
| THURSDAY | Clear | 0 | | |
| FRIDAY | Clear | 0 | | |
| SATURDAY | | 0 | | |

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 1/31<br>SUNDAY | No activity. |
| 2/1<br>MONDAY | No activity. |
| 2/2<br>TUESDAY | No Activity. |
| 2/3<br>WEDNESDAY | No activity. |
| 2/4<br>THURSDAY | No activity. |
| 2/5<br>FRIDAY | No activity. |
| 2/6<br>SATURDAY | No activity. |

## REMARKS

Office is working on Semi-Final

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9329

August 10, 1981

ACC

Fred Meyer, Inc.
c/o H. A. Andersen, Inc.
3427 N.E. Halsey
Portland, Oregon 97232

Gentlemen:

On August 6, 1981 the Highway Division received a satisfactory bid from Tice Electric Company, 2139 S.E. Belmont Street, Portland, Oregon 97214 for Cascade Highway S. at Gaffney Lane and Beavercreek Road at Fred Meyer Access Section. We anticipate the construction cost to be:

| | | |
|---|---|---|
| Contractor's Bid | | $ 51,990.00 |
| Anticipated Additional Items: | | |
| Permanent Pavement Striping | $ 2,000 | |
| State Furnished Controllers, TDC's and Poles | 40,600 | |
| Signal Controller Testing (Engineering) & Turn-On | 3,675 | |
| State Furnished Programs | 1,000 | $ 47,275.00 |
| SUBTOTAL | | $ 99,265.00 |
| 4 1/2% Contingencies | | 4,466.92 |
| 10% Engineering | | 9,926.50 |
| ESTIMATED TOTAL COST | | $113,658.42 |

We will award the contract when we receive your advance deposit of $113,660.00, which should be in this office no later than August 28, 1981.

Please submit your check or irrevocable letter of credit to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

GEZ:pf

bcc w/AD #933: Jon Rose, Metro
Vern Skoog - Please return completed AD # 933 when advance deposit is received.

Rec'd chk
9-3-81
per Clarence H.

9329 Section Cascade Hwy. S. at Gaffney Ln. & Beavercreek Rd. at Fred Meyer Access — Programmed Estimate $ 132,000

Highway Cascade Hwy. South & Beavercreek Road — Project Length ~

County Clackamas — Completion Time 90 CD

Kind of Work Traffic Signals — Est. Comp. Date Nov. 20, '81

Prefix 3 - 8297 — Letting Date July 23, '81 — Project No. STATE

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 68,970.00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 2,000 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished Controllers, TBC's + Poles | 40,600 | $ 47,275.00 |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) + Turn-On | 3,675 | |
| "OPTICOM" Testing (Engineering) | | |
| Bikeway Signs | | |
| ~~Adjust Utilities:~~ | | |
| State Furnished Programs | 1,000 | |
| Subtotal | | $ 116,245.00 |
| Contingencies (4-1/2%) | | 5,231.03 |
| Engineering (8, [✓ 9], 10%) | | 10,462.05 |
| ~~Subtotal~~ | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 131,938.08 |

APPROVED

CC Jon Rose
6-24-81

Road Design Engineer

Rev. 3/81

Sheet 1 of 1
Date June 23 1981

OREGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Section Cascade Hwy. S. at Gaffney Ln. & Beavercreek Rd. at Fred Meyer Access
County CLACKAMAS
Kind Of Work Traffic Signals
Length ~
Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Temporary Protection and Direction of Traffic | | All | All | - | 2,700- |
| | Temporary Signs | | Sq. Ft. | 292 | 6- | 1,752- |
| | Temporary Barricades | | Each | 2 | 125- | 250- |
| | Flagmen | | Hour | 40 | $23^{50}$ | 940- |
| | TRAFFIC SIGNALS | | | | | |
| | Traffic Signal Installation, Complete | | All | All | - | 64,268- |

7329

February 13, 1981

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

City of Oregon City
City Hall
Oregon City, OR 97045

Attn: Ruby M. Lamphire
City Recorder

Fred Meyer, Inc.
% R. A. Anderson, Inc.
3427 NE Halsey
Portland, OR 97232

MISC. CONTRACTS and
AGREEMENTS No. 7427

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Clackamas County, City of Oregon City, Fred Meyer, Inc., and the Highway Division covering certain roadway improvements and traffic signals on the Cascade Highway South at the Fred Meyer access and Beaver Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert V. Gormsen
COMMISSION SERVICES

RVG:bck

Attachment

bc: Don Harwell (conf. agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

| Number | Name | Consideration |
|---|---|---|
| 50210 | Albrecht, Henry J. & Mary E. | $ 73,000.00 |
| 50748 | Portland Central Equipment Co. | 325,500.00 |
| 50749 | Ackerley Communications, Inc. | 11,444.00 |
| 51518 | Jennings, James L. & Bonnie L. | 100.00 |
| | Four Transactions | $ 410,044.00 |

(2) Agreement with Clackamas County, City of Oregon City and Fred Meyer, Inc. covering certain roadway improvements and the installation of traffic signals on the Cascade Highway South at the Fred Meyer access and Beaver Creek Road. The State will design, install and maintain the traffic signals on the highway. The County will maintain the signals on Beaver Creek Road. The City will pay for electrical energy and the Company will pay all costs of the project. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 28 day of January, 1981

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 1-23-81

9329

# BEFORE THE BOARD OF COUNTY COMMISSIONERS

## OF CLACKAMAS COUNTY, STATE OF OREGON

10-30-80

In the Matter of approving an agreement with the Oregon State Highway Commission through its Department of Transportation, Fred Meyer, Inc. and the City of Oregon City for construction and maintenance of a traffic signal on Beavercreek Road.

Order No. 80-2315

This matter coming before the Board of County Commissioners at this time and it appearing to the Board that it is in the best interest of Clackamas County to enter into an agreement between Clackamas County, through its Board of County Commissioners, the City of Oregon City, through its City Officials, Fred Meyer, Inc. and the State Highway Commission, through its Department of Transportation, for the construction and maintenance of a traffic signal on Beavercreek Road at the Fred Meyer, Inc. company access, and

It further appearing to the Board of Commissioners that said agreement is in the best interest of Clackamas County, now therefore

IT IS HEREBY ORDERED that the within mentioned agreement with the Oregon State Highway Commission, the City of Oregon City, and Fred Meyer, Inc., a copy of which is on file in the Department of Environmental Services, be and the same is hereby approved.

DATED this 30th day of October, 1980.

BOARD OF COUNTY COMMISSIONERS

Robert Schumacher - Chairman

Stan Skoko - Commissioner

Ralph Groener - Commissioner

DISTRICT 2B
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NOTED ☐ DE ☐ A.E ☐ COM

DES

9329

STATE OF OREGON

**INTEROFFICE MEMO**

AGR 4

Highway - Traffic

TO: D. H. Moehring
Assistant State Highway Engineer ATTN:
Project Management Branch M. C. Holmes

DATE: September 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Request for a Four Party Agreement

Fred Meyer, Inc., is well under construction with a new retail store east of the Cascade Highway South, ORE213, Highway No. 160, and westerly of Beaver Creek Road, a Clackamas County facility. The site is within the corporate limits of the City of Oregon City. The City has issued a building permit and the Arland Andersen Construction Company, contractor for Fred Meyer, has applied for a road approach permit to the State highway.

Traffic signals will be required at the two main access points, one on ORE213 and the second on Beaver Creek Road.

The State will perform all preliminary engineering on both traffic signals, will prepare plans and specifications, call for bids and award the contract.

An advance deposit will be required in the amount of $12,000 for the preliminary engineering. The two signals are estimated to cost $65,000 each. The construction engineering will be performed by the State.

The maintenance will be assumed by the State on the signal on ORE213 (Molalla Avenue). All signal timing on this same installation will be under the exclusive jurisdiction of the State. The City of Oregon City will pay for power consumption.

Clackamas County will maintain the signal at Beaver Creek Road; Fred Meyer, Inc., will pay power consumption. The County will be responsible for signal timing. Clackamas County will review preliminary plans on Beaver Creek Road. Oregon City will review preliminary plans for the ORE213 installation. (The Beaver Creek Road signal is outside the corporate limits.)

Channelization plans developed by the State for signalization of ORE213 will be made a part of the road approach permit requirement and such construction a responsibility of Fred Meyer, Inc.

Please expedite a draft agreement for review among the developer, State, City and County.

LE George

L. E. George
Traffic Engineer

GLC:ds
cc: E. L. Hardt
M. D. Payne
William C. Parrish
Bernard Straight

Contains Recycled Materials
81-125-1387

SP*75683-125

•1981 Sunnyside Rd. @ SE 97th Ave. 93
•& Kaiser Hosp. Access Sec.
•(Signals)

C&A 7420 3-17-81

9330

File L.

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## CONSTRUCTION ENGINEER

4-1-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| R. L. Coats<br>No. 9293 | Lake-Harney Co. Line<br>Harney County | March 4, 1982 |
| Eugene Sand & Gravel, Inc.<br>No. 9237 | Poodle Creek Road<br>Lane County | March 5, 1982 |
| Horton Bros., Inc.<br>No. 9285 | S.Bank Chetco River Rd. U'Xing.<br>Curry County | March 9, 1982 |
| Tice Electric Co.<br>No. 9269 | Arterial St. Light Conversion Proj. (Portland)<br>Multnomah County | March 16, 1982 |
| Mid-Columbia Paving Co.<br>No. 9316 | Sherman Ave.-Eugene St. (Hood River)<br>Hood River County | March 18, 1982 |
| Hertz Electric,Inc.<br>No. 9244 | Central Ore. Hwy. & Arnold Mkt. Rd.<br>Deschutes County | March 18, 1982 |
| Baker Redi-Mix, Inc.<br>No. 9323 | Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St.<br>Baker County | March 18, 1982 |
| L.W. Hembree Co.<br>No. 9195 | Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro)<br>Washington County | March 19, 1982 |
| R. L. Coats<br>No. 9333 | U.S. Hwy. 97 - U.S. Hwy. 26<br>Jefferson County | March 19, 1982 |
| Slayden & Holm, Inc.<br>No. 9267 | Dairy Creek (Susbauer Rd.) Bridge<br>Washington County | March 22, 1982 |
| Babler Bros., Inc.<br>No. 9224 | Polallie Cr.-M.P. 84.94<br>Hood River County | March 30, 1982 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Hamilton Electric, Inc.<br>No. 9270 | Mt. Hood Hwy.@ Welches Rd.<br>Clackamas County | March 31, 1982 |
| L. W. Hembree Co.<br>No. 9194 | Mt. Hood Hwy. @ SE Hogan Rd.<br>& Burnside Rd. (Gresham)<br>Multnomah County | March 31, 1982 |
| Mill Plain Electric<br>No. 9330 | Sunnyside Rd. @ SE 97th Ave.<br>& Kaiser Hosp. Access<br>Clackamas County | April 1, 1982 |
| Jim Hall Contracting<br>No. 9313 | 362nd Dr. @ Skogan Road<br>Clackamas County | April 1, 1982 |
| Coral Construction Co.<br>No. 9334 | Lane Co. Pavement Marking<br>Project No. 4<br>Lane County | April 1, 1982 |
| Columbia Pacific Construction Co.<br>No. 9364 | Blind Slough (Barendse Rd.) Bridge<br>Clatsop County | April 6, 1982 |
| C.W. McCallen Const. Co.<br>No. 9085 | SW Hall Blvd.-SW Oak St.<br>Washington County | April 7, 1982 |

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9330

April 7, 1982

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 3
#9330

Gentlemen or Ladies:

On April 2, 1982, we wrote to you concerning release of final payment on Contract No. 9330 awarded to Mill Plain Electric, Inc., for traffic signal installation on Sunnyside Road at S.E. 97th Avenue and Kaiser Hospital Access in Clackamas County.

Final payment on this contract is $1,000.30 and the total contract amount is $65,380.06 including $1,187.06 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

bc: C. T. Kaasey
Walt Hart
E. L. Hardt

9330

4.

FORM [illegible]

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunnyside Rd. @ 97th & Kaiser Access

WEEK ENDING: 2/27/82

SECTION PREFIX: 103-8211

HIGHWAY: County Road

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Signals

CONTRACTOR: Mill Plain Electric, Inc.

CONTRACT NUMBER: 9330

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 8/27/81

DATE WORK STARTED: 9/23/81

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 100

WORK DAYS USED:

CALENDAR DAYS USED: 106

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $125,971.38

EXCLUSIVE OF ENGINEERING: $115,982.46

ENGINEERING AUTHORIZATION: $9,988.92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $113,554.56

ENGINEERING COST TO DATE: $8,300

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT UNDERRUN: 2 %

PERCENT OF AUTHORIZATION: 83 %

DATE PROJECT WAS COMPLETED: 2/8/82

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Fair | 0 | | |
| MONDAY | Showers | 0 | | |
| TUESDAY | Showers | 0 | | |
| WEDNESDAY | Fair | 0 | | |
| THURSDAY | Fair | 0 | | |
| FRIDAY | Rain | 0 | | |
| SATURDAY | | r | | |

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FEB 26 1982
CONSTRUCTION BRANCH

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No Actigity |
| MONDAY | N/A |
| TUESDAY | N/A |
| WEDNESDAY | N/A |
| THURSDAY | N/A |
| FRIDAY | N/A |
| SATURDAY | N/A |

## REMARKS

Office working on semifinal

SIGNED W E Hoffman LOCATION Portland
W.E. Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9330 2,

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 14, 1982

NOTED
H.S.COULTER

CON 8 #9330

Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

RE: Time Extension Request
Sunnyside Rd. @ S.E. 97th Ave. &
Kaiser Hospital Access
Contract No. 9330

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 6 calendar days is granted due to the unavailability of the state furnished controllers and late paving completion by others.

Sincerely,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc: H. S. Coulter ✓ (att. 1 letter)
E. L. Hardt "
W. Hoffman "
Bob Church

RECEIVED
STATE HWY ENGR
JAN 15 '82
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

FORM 81-734-3030

OE RE RME RCF AE
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TO

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FILE:
[illegible] 1982
REGION I

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
January 7, 1982

**FROM:** W.E. Hoffman
Proj. Mngr.

**TO:** Ed Hardt
Region Engineer

**SUBJECT:** Time Extension
Sunnyside Rd. @ S.E. 97th Ave. &
Kaiser Hospital Access
Contract No. 9330

Attached is Mill Plain Electric's request for a six day time extension on subject project.

Time ran out Dec. 18, The hospital access signal was turned on Dec. 23. A stop work order was written on this date. The controller for 97th Ave. is scheduled to be delivered in about 2 weeks. It will require a day for installation and turn on.

The stop-work order was not written earlier because loop work continued until turn on. This work was much delayed by failure of the Hospital's contractor to pave the Access road where some of the loops were to go. This paving was later than the County paving mentioned in the request and is confused with it. The County paving was to strengthen Sunnyside Road enough so that the loops could be cut into it, and was itself later than it should have been. It may be noted that much time and all the good weather had elasped before it was possible for the Contractor to do the loop work. The loop work was held off until just before turn on in the vain hope that the rain might cease for long enough to do it. Controller delivery was the pertinent factor.

I recommend that the requested time extension be granted because of the State's failure to deliver the controllers on time.

1-12-82
CTK -
state was supposed to furnish two controllers upon 14 days notice. We did not do so and therefore must grant the added time.

Attachment

WEH/wh

cc; file

W.E. Hoffman
Proj. Mgr.

ASHE
CAE
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RECEIVED
JAN 12 1982
CONSTRUCTION BRANCH
OM
CA
LE
TC
FE
CP

I neglected to note that the first turn on was the earliest that the State could supply the controller.

WEH

CC: Bryant Jackwood - with originals.

I concur in Hoffman's recommendation to grant 12 6 days as requested by the contractor.

1-11-82

9330

August 7, 1981

ACC

Mr. Winston W. Kurth
Assistant Director
Environmental Services
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

On August 6, 1981 we received a satisfactory bid from Hill Plain Electric, Inc., 714 S.E. 136th Avenue, Vancouver, Washington 98664 for Sunnyside Road at S.E. 97th Avenue and Kaiser Hospital Access Section. We anticipate the construction cost to be:

| | | |
|---|---|---|
| Contractor's Bid | | $ 59,963.00 |
| Anticipated Additional Items: | | |
| Permanent Pavement Striping | $ 1,500.00 | |
| Remove Paving Striping | 1,000.00 | |
| Signal Controller Testing and Turn On (Engineering) | 4,725.00 | |
| State Program Controllers | 1,000.00 | |
| State Furnished Poles & Controllers | 36,800.00 | |
| State Furnished Pre-Emption Equipment | 6,000.00 | $ 51,025.00 |
| SUBTOTAL | | $110,988.00 |
| 4 1/2% Contingencies | | 4,994.46 |
| 9% Engineering | | 9,988.92 |
| ESTIMATED TOTAL COST | | $125,971.38 |

We will award the contract when we receive your advance deposit of $125,970, which should be in this office no later than August 28, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

8-27-81
Jon P. Say County
deposited 125,970 in
invest. Pool 8-26-81
Notified MacNab
Q

GEZ:pf
Attachment

bcc w/AD # 927: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 927 when advance deposit is received.

Section *Sunnyside Rd @ 97th Ave & Hosp Access* Programming Estimate $ ____

Highway *Co Rd* Proj Length ____

*9330*

County *Clackamas* Completion Time *100 cal days*

Kind of Work *Signals* Est. Comp. Date ____

Prefix *103-8208* Letting Date *7/23/81* Project No. *State*

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ *82,416* |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | *–* | |
| Other Railroad Costs | *–* | |
| Permanent Signing | | |
| Permanent Pavement Striping | *1500* | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping ~~(Exist. & Temp.)~~ | *1000* | |
| Temporary Erosion Control | | |
| State Furnished ____ | | |
| Roadside Seeding & Mulching | | $ *51,025–* |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing *and Turn On* (Engineering) | *4725* | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| ____ | | |
| ____ | | |
| *State Program controllers* | *1000* | |
| *State furnished Poles & Controller* | *36,800* | |
| *State furnished Pre-emption Equip.* | *6,000* | |
| Subtotal | | $ *133,441–* |
| Contingencies (4-1/2%) | | *6004.85* |
| Engineering (~~8~~, 9, ~~10~~%) | | *12009.69* |
| Subtotal | | $ |
| ~~[illegible]~~ ____ | | |
| Estimated Net Authorization, Construction | | $ *151,455.54* |

APPROVED

____

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Sunnyside Rd @ 97th Ave and Hosp. Access

County

Kind Of Work

Length

Name Day

6-17-81

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Temporary Protection and Direction of Traffic | | All | All | | 1600 |
| | Temporary Signs | | Sq Ft | 206 | 6 - | 1236 |
| | Flagmen | | Hr | 60 | 27 - | 1620 |
| | Concrete Walks | | Sq Yd. | 60 | 16.00 | 960 |
| | Traffic Signal Installation, Complete | | All | All | | 77,000 |

9330

# 20

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 703

6-22-81

Attention: Right-of-way Section

Subject: Federal Aid Project No. ____________ Prefix 103-8208

Project Name Sunnyside Rd. at 97th & Hospital Access
Sunnyside Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Ore. City, Oregon, this 18th day of June, 1981

County of CLACKAMAS

Ralph Groener
XXXXXXXXXX/Chairman

Stan Skoko
Commissioner

______________________
Commissioner
FV

Certified By:

Regional Right-of-Way Supervisor
Date 6/22/81

nstructions: Complete A or B and C.

Pp

9330

Clackamas County

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/15/81

Donald L [illegible]

July 23, 1981 Bid Letting ____ All Clear Deadline

SECTION Sunnyside Rd @ 97th & Hospital Access

Highway FAU 9718, Sunnyside Rd

County Clackamas Region I

Type of Work Signals (2) Funds OTHERS

State ___ Consultant ___ Plans Avail. ___ Yes ___ No

No. FA No.
Other Funds

N/A No Fed Funds

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ✓ | | | | |
| Negative Declaration | ✓ | | | | |
| Project Assessment | ✓ | | | | |
| Write-off Letter | ✓ | | | | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | |
| D.O.G.M.I. | ☒ | | | | |
| Corps of Engineers | ☒ | | | | |
| Coast Guard | ☒ | | | | |
| Co. Conditional Use | ☒ | | | | |
| NPS Air Pollution | ☒ | | | | |
| NPS Water Pollution | ☒ | | | | |
| | | | | | |

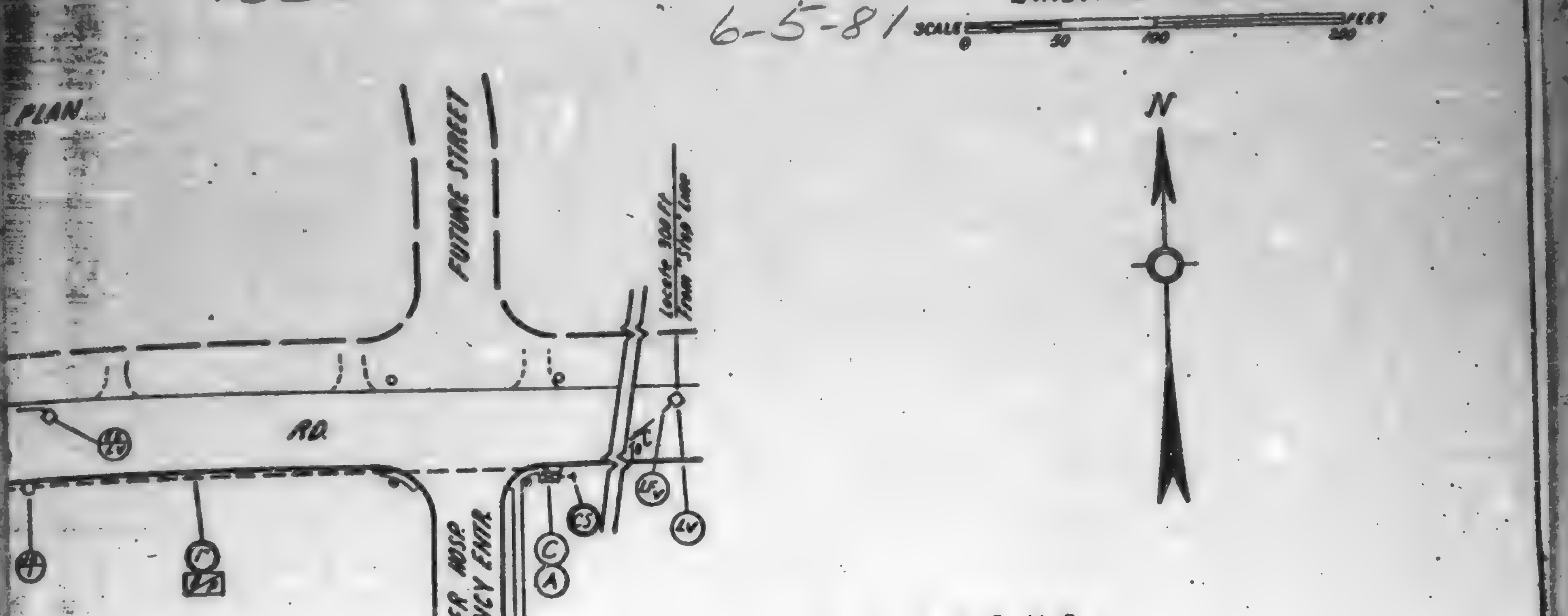
| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☒ | | | | |
| Cultural Salvage | ☒ | | | | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | | | | |

9330

6-5-81

## INTERCONNECT PLAN AND EXISTING UTILITIES


SCALE
0
50
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RD.
KAISER HOSP. EMERGENCY ENTR.
Locate 300 Ft. from Stop Line
CS
C
A
LFv
LV

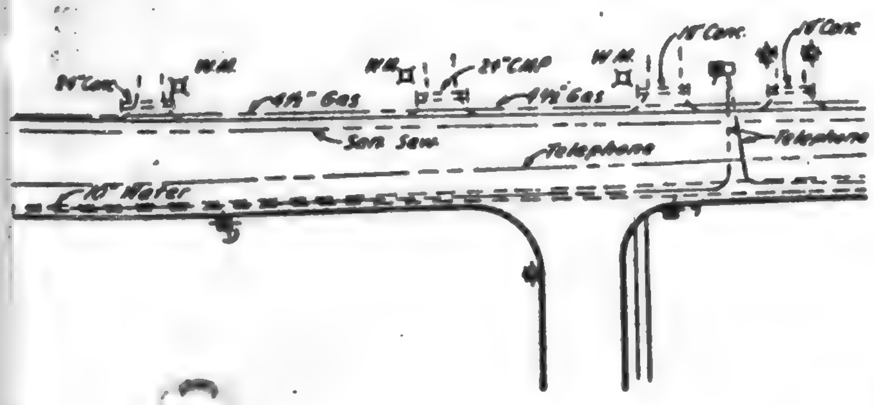
...t and Pull
...d in the
...e shall be
...xisting
...tor Loop
...-Open Trench-
...ss Sunnyside

### L E G E N D

| | |
|---|---|
| EX/W | Maintain and protect existing wiring |
| EX/EC | Maintain and protect existing electrical conduit |
| EX/CS | Extend existing conduit stub to pull box as required |
| EX/C | Maintain and protect existing controller |
| EX/LV | Maintain and protect existing sampling vehicle detector loop |
| EX/LFV | Maintain and protect existing sampling loop feeder wires |
| C | Signal controller cabinet (See signal plan for details) |
| JB | Install 8" x 6" x 6" galvanized cast iron pull box with sidewalk gasketed galvanized cast iron cover |
| Lv | Install sampling vehicle detector loop |
| LFv | Install sampling loop feeder wires |
| 8/P | Install 8 pair interconnect cable |
| S" | Install (S) inch electrical conduit |
| CS | Conduit stub (See signal plan for details) |
| 2/SP | Use 2 existing spare conductors to transmit sampling detector output |
| A | Install stand-alone loop amplifier for sampling detector (State furnished) |

S = Size shown

IES PLAN


24" Conc.
W.M.
4¾" Gas
W.M.
24" CMP
4¾" Gas
W.M.
10" Conc.
10" Conc.
San. Sew.
Telephone
Telephone
10" Water

PRELIMINARY COPY

APR 29 1981

SUBJECT TO MUTUAL REVIEW

APPROVED AS NOTED

Traffic Engr

For CLACKAMAS COUNTY

Date 5/22/81

APPROVED

4/28/81

DATE

DESIGNED BY HR

CHECKED BY WL

OREGON STATE HIGHWAY DIVISION

[illegible]

TRAFFIC SIGNAL INSTALLATION
SUNNYSIDE RD. AT S.E. 97TH AVE. & KAISER HOSP. ACCESS SEC.
FAU 9718 (SUNNYSIDE ROAD)
CLACKAMAS COUNTY

DATE April 1981

Accompanied by Drwg. No's.
1470, 1471, 1472, 1473, 1488, 2872,
2990, 2991, 35009, 35010

T.E. DWG NO. 2234

9330

**OREGON STATE HIGHWAY DIVISION**

TO: Jim Rose

FROM: Curt Duvall

SUBJECT: Traffic Signal Sunnyside Rd. @ 97th & [illegible] Hwy. Clackamas Co.

DATE: 5-28-81

Attached are reviewed and approved as noted by Clackamas Co. traffic signal plans for subject project along with copies of Bernard L. Straight's and Tom Schwab's letters covering Clackamas Co's proposed changes. I have reviewed changes also. No problems noted with changes.

Interim design should be ~~=~~ 3φ

Lee Gulden is coordinating this change — design

EJ Dunn questioned the quality of the existing AC with a 1" min. overlay. ~~#~~ It may not be adequate to maintain loops. I'll have Eschelman check depth.

Curtis H. Duvall
(SIGNATURE)

PLEASE REPLY HERE

cc. Clarence Eschelman

5/28/81

Boz Swan —

Attached is one set of the subject plans with County approval as noted with recommendations. Note Metro staff's comments above. Please distribute this information to Design and Traffic as appropriate.

Jim Rose

CC: ______ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9330

Clack

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

March 30, 1981

J. H. Versteeg
Road Design Engineer

File No. 51899-A, 51899-B & 51899-C
Sunnyside Road at S.E. 97th Avenue and
Kaiser Hospital Access Section
Sunnyside Road
Clackamas County

Attached are descriptions, an authorization and prints covering right of way required for construction of this developer funded project. Please contact Metro for scheduling information.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9330

2

TRA-7

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: H. S. Coulter
Highway Engineer

DATE: March 17, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signals
State-Supplied Material
Sunnyside Road
Clackamas County

In a letter dated January 26, Clackamas County requested that we provide signal controllers, cabinets and strain poles for traffic signals to be installed on Sunnyside Road at 97th, Stevens Road, and the Kaiser Medical Center main entrance. Increasing traffic demands, generated by the commercial development and the expansion of the hospital, present an immediate need for the installation of the two signals. Funding is being provided by the developers and Kaiser Hospital.

We have been supplying materials for traffic signal projects funded by developers on the State Highway System. Sunnyside Road is a County road and we will be reimbursed for the costs as part of the project.

To expedite the signal installations, we are hereby asking for your approval to proceed with supplying State materials for the signals.

L. E. George
Traffic Engineer

DH:er

cc: D. H. Moehring
D. R. Adams
E. L. Hardt
R. T. Judson

Attachment

RECEIVED
STATE HWY ENGR
MAR 18 '81
REFER TO
George
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Approved

cy 3-20-81

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

January 26, 1981

Mr. L. E. George
Traffic Engineer
Transporation Building
Salem, Oregon 97310

Reference is made to our telephone conversation regarding the two traffic signal installations on Sunnyside Road at 97th, Stevens Road and Kaiser Medical Center main entrance. We are requesting that the State would do the signal design and provide the Model 170 controllers with Model 332 cabinets and the traffic signal strain poles from the State Highway inventory to the assigned contractor. It is anticipated that this will expedite the installations.

The increasing traffic demands generated by the commercial development and the expansion of the hospital presents an immediate need for the installation of the two signals.

The funding for the signal installation will be paid by the developers and Kaiser Hospital. The Emergency Vehicle OPTI-COM System, which is also planned to be incorporated into the signal system along Sunnyside Road, will be funded from the County's tax increment finance program.

If you have any questions, or we can be of further assistance, please feel free to call.

Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer
Operations Division

NOTED
L. E. GEORGE

/mb

RECEIVED
JAN 28 1981
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

9330

March 17, 1981

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 6

MISC. CONTRACTS and
AGREEMENTS No. 7420

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on Sunnyside Road at 97th Avenue and the entrance to Kaiser-Permanente Sunnyside Medical Center.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

TO: Orego[illegible]ansportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

| Number | Name | Consideration |
|---|---|---|
| 50935 | Boise Cascade Corporation | $ 350.00 |
| 51243 | School District No. 26 | 1,650.00 |
| 51428 | Croner, Robert E. & Marian M. | 45,500.00 |
| 51752 | Perkins, Willis A. & Wanda G. | 600.00 |
| | 4 Transactions | $ 48,100.00 |

(2) Agreement with Clackamas County for the installation of traffic signals on Sunnyside Road at 97th Avenue and the entrance to Kaiser-Permanente Sunnyside Medical Center. The State will design, install and maintain the signals. The County will pay all costs of the project, electrical energy and maintenance performed by State. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 17 day of February, 1981

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 2/13/81

9330.

MA PDM PDE FFM SPC
ODOT - METRO

MAR 0 6 1981

BM PAR PPC FILE T/A

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

March 5, 1981

Highway Accounting
Room 434
Transportation Building
Salem, Oregon 97310

Enclosed please find copy of executed Limited Power of Attorney for $7,000, deposited in State Excess Fund for preliminary engineering on the signalization project for 97th and Kaiser Hospital intersections with Sunnyside Road.

Sincerely,

Winston W. Kurth

Winston W. Kurth
Deputy Director

WWK:tlo

Enclosure

cc: Jon Rose, Federal Aid Engineer

Acct. # ~~4726~~ # 4678 3- ~~Sunnyside Rd~~ 97th

~~Oatfield-Theissen~~

The investment pool did not wish to establish a seperate account.
MCH

81-387 ✓

# LIMITED POWER OF ATTORNEY
# LOCAL GOVERNMENT INVESTMENT POOL

The Board of Commissioners of Clackamas County hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Board of Commissioners of Clackamas County has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 7,000.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Sunnyside Road - 97th Avenue and

Kaiser entrance intersection.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Board of Commissioners
Local Government Unit

of Clackamas County

this 27th day of February, 1981 by a vote of the majority of a quorum of its governing body.

Ralph Groener
Chairman Ralph Groener

Commissioner Robert Schumacher

Commissioner Stan Skoko

9330

February 11, 1981

ACC

Mr. Winston W. Kurth
Assistant Director
Environmental Services
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

The preliminary engineering phase of the proposed traffic control signal on Sunnyside Road at S.E. 97th Avenue will begin soon.

In accordance with Agreement No. 7420, the County shall deposit with State the sum of $7,000, said amount being equal to 100 percent of the estimated total cost of preliminary engineering and design work for the project.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 863: Jon Rose, Region H Federal Aid Engineer
V. E. Skoog - Please return completed AD # 863
when advance deposit is received.

G

9330

TRA 7-6

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

ATTN: M. C. Holmes

DATE: December 7, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement
Sunnyside Road at 97th & Hospital Entrance
Clackamas County

Further investigation has indicated that revisions are necessary on the subject draft. Please incorporate the following changes:

State Obligations - Add the following:

3. To insure the integrity of the traffic signal system, State shall perform all maintenance thereon. This system consists of the signals on Sunnyside Road at 86th Avenue, 90th Avenue, Interstate 205 southbound ramp, Interstate 205 northbound ramp, 97th Avenue and Kaiser-Permanente entrance. State will pay for electrical energy used by the Interstate 205 southbound ramp and the Interstate 205 northbound ramp signals.

County Obligations - Change paragraph 2 to read as follows:

2. County shall, as signals are installed in the system, pay all costs for electrical energy and pay the State (as billed) for necessary maintenance work on the signals at Sunnyside Road and 86th Avenue, 90th Avenue, 97th Avenue and Kaiser-Permanente entrance.

Please proceed with negotiations.

L. E. George
Traffic Engineer

BET:jrb
Attachment

Contains
Recycled
Materials
81-125-1387

SP*75683-125

9330

**OREGON STATE HIGHWAY DIVISION**

TO: Buz Swan

SUBJECT: Request for Agreement

FROM: Jon Rose

DATE: 11/6/80

Clackamas County has asked the State to do all things necessary to install traffic signals on Sunnyside Road at SE 97th and at the entrance to the Kaiser Sunnyside Hospital. The State will perform P.E., design the signals, let all contracts and supervise construction. The County will be responsible for all costs and will maintain the completed project. The 97th Ave signal will be intertied with the signal system at the freeway ramp terminals. Although signal design should be compatible with the Sunnyside Road project (97th ~ 122nd) these signals are entirely separate and have no State or Federal money. Please prepare a County - State agreement.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC:
(SIGNATURE)
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

•1981 Elm Ave.-Highland Ave. 9331
•(Hermiston) Sec. of the Umatilla-
•Stanfield Hwy. (Signals)

9331

# STATE COPY

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF REPORT<br>10/19/84 | REPORT MADE BY 10-19 84<br>D. B. Carter, Area Engineer | | PROJECT NO.<br>HES-81(4) |
| COMPLETION DATE (Actual)<br>4/26/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>12/28/82 | TIME ELAPSED<br>136.1 % | CONTRACT TIME<br>180 calendar days |

LOCATION City street intersections in the City of Hermiston, Umatilla County, Oregon.

RECEIVED
STATE HWY ENGR
OCT 23'84
REFER TO
Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act |
|---|---|---|---|---|---|
| ✓ | | | | | |

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

eg 10/22

ELM AVENUE-HIGHLAND AVENUE (HERMISTON) SECTION
UMATILLA - STANFIELD HIGHWAY
Traffic Signal Installation

NOTED
W. E. SCHWARTZ

This project provided for traffic signal improvement at six intersections on the Umatilla-Stanfield Highway in the City of Hermiston.

The contractor used an additional 65 days and was assessed liquidated damages in the amount of 65 days at $110 per day for a total of $7,150.

The final cost of the original contract bid items was $68,568.50, or a 0.8 percent underrun of the contract bid amount of $69,124. The final cost of the project including all changes and engineering was $77,513.50.

All participating work has been completed.

A final inspection of the completed work was made on June 1, 1982.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by D. B. Carter Area Engr.<br>D. B. Carter | | SIGNATURE<br>Original Signed by G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>10/22/84 | TITLE<br>Field Operations Engineer | DATE<br>10/22/84 |

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9331

July 11, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9331

Gentlemen or Ladies:

This letter is to clarify the records on Contract No. 9331 awarded to Hamilton Electric, Inc., for traffic signals on Elm Avenue-Highland Avenue (Hermiston) Section of the Umatilla-Stanfield Highway in Umatilla County.

Due to an oversight, formal acceptance was not documented. To clarify the records, this contract was completed on September 3, 1982, and accepted on December 28, 1982. Final payment was made in the amount of $1,000 and the total contract amount was $61,138.50. No claims have been filed against this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hamilton Electric, Inc.
232 West Fifth Avenue
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector
FKN:kjm

9331

6-29-84

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Farnham Electric Co.<br>Contract No. 9632 | Pac. Hwy. W. @ Bi-Mart &<br>Combs Mkt. (McMinnville)<br>Yamhill County | 6/7/84 |
| V. Peter Larsen<br>Contract No.9483 | Valley of the Rogue State Park,<br>Suncrest & Siskiyou SRAs<br>Jackson County | 6/8/84 |
| Steve Pyles, General Contr., Inc.<br>Contract No. 9574 | Amazon Cr. (Danebo Rd.) Br.<br>Lane County | 6/8/84 |
| R. A. Hatch Co.<br>Contract No. 9489 | Fariss Rd.-Powell Blvd.<br>(Gresham) Unit 2<br>Multnomah County | 6/20/84 |
| Hamilton Electric, Inc.<br>Contract No. 9331 | Elm Ave.-Highland Ave.<br>(Hermiston)<br>Umatilla County | 12-28-82* |
| Cherry City Electric, Inc.<br>Contract No. 9586 | Sunset Hwy.-Walker Rd., Unit 2<br>Washington County | 6/29/84 |

June 29, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

RDC:mk

CPC/FL6/JUNE

* Notification was made to contractor and surety of acceptance on July 11, 1984, due to an oversight.

RECEIVED
STATE HWY ENGR
AUG 1 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9331

t

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

6-29-84

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

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| V. Peter Larsen<br>Contract No.9483 | Valley of the Rogue State Park, Suncrest & Siskiyou SRAs<br>Jackson County | 6/8/84 |
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| R. A. Hatch Co.<br>Contract No. 9489 | Fariss Rd.-Powell Blvd. (Gresham) Unit 2<br>Multnomah County | 6/20/84 |
| Hamilton Electric, Inc.<br>Contract No. 9331 | Elm Ave.-Highland Ave. (Hermiston)<br>Umatilla County | 6/27/84 |
| Cherry City Electric, Inc.<br>Contract No. 9586 | Sunset Hwy.-Walker Rd., Unit 2<br>Washington County | 6/29/84 |

June 29, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

RDC:mk

CPC/FL6/JUNE

9331

5

October 28, 1983

COM

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97440

Time Extension Request
Elm Ave.-Highland Ave. (Hermiston)
Contract No. 9331
FAP No. HES-81(4)

We have received and carefully considered your letter of October 11 responding to our letter of October 4 which denied additional time on the above contract.

The rejection of late requests for adjustment of contract time is a matter of contract provision. The most significant contract provision is Subsection 108.09 of the contract standard specifications. This provision states that contract time will be subject to adjustment during the progress of the work. The term "work" is defined under Subsection 101.02 as including all contractor duties and obligations under the contract. The Division issues a "Third Notification" form when all work under the contract has been completed. Time extension requests are rarely received after the "Third Notification" has been issued and such requests are rejected in accord with the contract. Instructions to our project managers in this regard are contained in Subsection 108.09 of the Division's Construction Manual, a copy of which is enclosed. This is not a change in policy. Your letters of February 23 and April 13, 1982 gave notice of your intent to file a time extension request, but did not make a specific request for additional contract time.

In the event that there were bona fide reasons that might excuse the provisions of Subsection 108.09, then the provisions of Subsection 109.15 would apply. Subsection 109.15 sets forth procedures and time frames to apply in the event that the contractor believes the quantities and amounts specified in the final estimate and voucher to be incorrect or insufficient. Evidently you found the amount specified in the final estimate and voucher to be insufficient and subsequently filed your request for a return of liquidated damages.

The five questions posed in my October 4 letter requesting additional factual data were not answered in your October 11 letter.

Your request for additional contract time on this project remains denied for the same two reasons stated in my October 4 letter. These reasons are:

1. Request not submitted in accordance with the contract provisions.

2. No data submitted to document that the delay in project completion was for bona fide causes.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
R. D. Hector w/att.
Mike Gardner w/att.

HE
ELECTRICAL CONTRACTING

October 11, 1983

RECEIVED
STATE HWY ENGR

OCT 12 '83

REFER TO
Jackmond

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  | ✓ |  |  |  |  |

ey
10/13
due
10/25

Mr. W. E. Schwartz
Asst. State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon  97310

RE: Time Extension Request, Elm Avenue -
Highland Avenue (Hermiston) OSHD #0331

We received your October 4, 1983 letter denying this time extension request.

In response to your statement "the request not submitted in accordance with the contract provisions", this is not accurate. Enclosed is a copy of a February 23, 1982 and April 13, 1982 letters to the Project Manager indicating that we would be submitting a time extension request. This has been a procedure that we have always followed in the past and it has always been accepted. In fact, in most cases, your Project Managers have indicated that they will not process time extension requests until the actual work is finally completed. Has your policy changed?

This is also the first time that Section 109.15 has been used as a basis of rejecting claims. It has always been our understanding that this Section pertained to quantities and amounts as it is indicated and had nothing to do with liquidated damage claims.

-continued-

NECA

232 WEST 5th AVENUE    503/485-4455    POST OFFICE BOX 708    EUGENE, OREGON 97440

You have quoted only part of the Section 109.15 and the part that has been omitted by dots is critical. It includes a statement "claims for additional compensation earned under the contract which are based on difference in measurements or errors of computation". Our claim is not a difference in measurement or error of computation, it is a liquidated damage claim, so this Section does not apply. The Section indicates that there is a period of one year to commence action to proceed to collect or enforce a claim.

We can supply no factual data beyond what has been previously submitted since this is all that our supplier has provided us with.

Very truly yours,

Emerson Hamilton BH

Emerson Hamilton

EH:grg

cy: John Gervais

HAMILTON
ELECTRIC Inc.
ELECTRICAL CONTRACTING

April 13, 1982

Bill Ferguson, Project Mgr.
Oregon State Highway Division
P. O. Box 459
Hermiston, Oregon 97801

RE: Time Extension Request
Elm Avenue-Highland Avenue
Hermiston, OSHD #9331

This is to advise you that we will be submitting a request for contract time extension on this project. We are now in the process of gathering the documentation to support this request and anticipate that it will be forwarded to you very shortly.

Very truly yours,

Emerson Hamilton

EH:grg

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

February 23, 1982

Mr. Bill Ferguson, Resident Engineer
Oregon State Highway Department
P. O. Box 831
Hermiston, Oregon 97838

RE: Elm Avenue - Highland Avenue, Hermiston
OSHD #9331

This is to advise that at the completion of this contract we will be formally requesting an extension of the calendar days allowed for completion of this contract. We are gathering the documentation to support this extension request and will forward it to you as soon as possible.

Very truly yours,

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH:ajc

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

9331

S

October 4, 1983

CON

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Time Extension Request
Elm Ave.-Highland Ave. (Hermiston)
Contract No. 9331
FAP No. HES-81(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A review of the information submitted and a review of the project records indicates that an adjustment of contract time is not warranted and your request is denied for the following reasons:

1. Request not submitted in accordance with the contract provisions.
2. No data submitted to document that the delay in project completion was for bonafide causes.

In respect to item (1) above, the on-site contract work was completed on April 26, 1982 and the final estimate and voucher was mailed January 3, 1983. Your request for contract time adjustment was dated June 9, 1983. Section 108.09 of the Contract Standard Specifications provides that "Any contract time originally given in the proposal or contract will be subject to adjustment during the progress of the work at the written request of the contractor. . . ." Also, Section 109.15 of the Contract Standard Specifications provides, in part, that "If the contractor believes the quantities and amounts specified in the final estimate and voucher. . .to be incorrect or insufficient, he shall submit to the engineer prior to the expiration of 90 days following mailing of the engineer's final estimate and voucher . . .an itemized statement of any and all claims. . . . Any claim for additional compensation not so submitted and supported by an itemized statement within said 90-day period is expressly waived. . . ." Therefore, it appears that this request for adjustment of contract time and return of liquidated damages was neither filed during the progress of the work, nor within the 90-day time period following mailing of the final estimate and voucher.

In respect to item (2) above, the original contract specified a ten-function time clock. Bids on this project were received on August 6, 1981, with seven bidders responding. You were the successful bidder and were awarded the contract on August 11, 1981. Your original construction schedule indicated a project completion of December 2, 1981 with material delivery in November 1981. Apparently, on January 19, 1982, your selected supplier contacted the Highway Division in regard to the ten-function clock specified. On January 20, 1982, our Traffic Section issued a revision letter permitting a six-function clock. By letter of January 28, 1982, you were requested to provide a price quote for the six-function clock. Contract time expired on February 20, 1982. Again on February 22, 1982 you were requested to provide a quote on the six-function clock. By letter of April 7, 1982, you provided a price quote for the six-function clock. Illuminated left turn signs were delivered to the project on April 5, 1982. Pedestrian signal heads and control equipment were delivered to the project on April 13, 1982, and the signals were activated on April 16, 1982. Subsequently, on April 19, 1982 your supplier advised the Highway Division of a problem in the Opticom system which required correction and you were so notified. On April 26, 1982 the Opticom problem was corrected and time count on the project ended. The Opticom problem would appear to be a contractor repsonsibility.

Your time adjustment request contained no data to factually support a bonafide actual delay and by letter of July 8, 1983, you were requested to provide additional data to assist in the review of your request. By letter of August 15, 1983, you were requested to submit a response to our July 8 letter. The requested data has not been received.

Should you wish further review of this matter, it will be necessary for you to respond in specific terms to items (1) and (2) above. Specific questions which need to be answered by you are:

a) Why don't Sections 108.09 and 109.15 apply to this contract?

b) Why was the original contract equipment not delivered in November 1981?

c) Why did you - your supplier - not contact our signal unit prior to January 19, 1982 in regard to the time clock?

d) Why did it take from January 28 to April 7 to provide a price quote for the six-function time clock?

e) Why was original, unaltered, contract material not delivered until after contract time had expired?

f) Why was the Opticom problem not a contractor responsibility?

If you elect to provide the requested data, please transmit it to Project Manager Mike Gardner so that our review can follow normal Division channels and our response is not further delayed.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
R. D. Hector
Mike Gardner

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

June 9, 1983

RE: Time Extension Request
Elm Avenue - Highland Avenue
(Hermiston), O.S.H.D. #9331

Request to extend the time from 180 calendar days to 245 calendar days.

Hamilton Electric was awarded Contract #9331 on August 11, 1981, with the calendar day count to begin on August 25, 1981. Hamilton Electric ordered the signal equipment for this project on August 14, 1981 on Hamilton Electric P. O. #1336. As the Purchase Order indicates, it was ordered for delivery on a timely basis. Hamilton Electric submitted a schedule of proposed job progress at the pre-construction conference.

On January 20, 1982, the Department of Transportation initiated a Change Order Request. It was forwarded to Hamilton Electric on January 28, 1982. Hamilton ELectric forwarded this request to the supplier of the equipment, Capital Enterprises and Engineering on February 3, 1982, and followed up on March 5, 1982. On April 4, 1982 Hamilton Electric received the cost information from the signal equipment supplier and forwarded the proposed change to the Project Manager on April 7, 1982.

Copies of all pertinent documents are attached.

NECA

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

9331

L.

file
H 5-1
4 [illegible]
5-87

**STATE OF OREGON**

**INTEROFFICE MEMO**

**TO:** L. E. George
Traffic Engineer

**DATE:** August 19, 1982

**SUBJECT:** Traffic Signal Timing
Elm Ave.-Highland Ave.(Hermiston)
Umatilla-Stanfield Hwy.
Umatilla County

The attached timing was activated on August 18, 1982 at the following time and location.

| | |
|---|---|
| 7:00 a.m. | U.S. 395 @ Jennie Avenue |
| 7:34 a.m. | U.S. 395 @ Gladys Avenue |
| 7:57 a.m. | U.S. 395 @ Main Street |
| 8:17 a.m. | U.S. 395 @ Hurlburt/Orchard Avenue |
| 8:51 a.m. | U.S. 395 @ Highland Avenue |
| 9:34 a.m. | U.S. 395 @ Elm Avenue |

George Strawn

George Strawn
Traffic Operations Supervisor
Region 5

GS/lm

Attachment

cc: Leon Stormo

NOTED
VERNON L TABERY

NOTED
W.R. ZIRRES

NOTED
L. E. GEORGE

NOTED
L E GEORGE

NOTED
J. I. IRWIN

RECEIVED
AUG 20 1982
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

QQ

Sht 1 of 2

Elm Ave - Highland Ave (Hermiston)
( Umatilla-Stanfield H

July 1982

| STREET | COLOR | DIAL 1 80 Sec |  |  | DIAL 2 |  |  | DIAL 3 |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
|  |  | Pct | Cum Pct | Time (Sec) | Pct | Cum Pct | Time (Sec) | Pct | Cum Pct | Tim (Se |
| Highway (Ph 1) | Green-Walk |  |  | 19 |  |  |  |  |  |  |
|  | Green-FDW |  |  | 15 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
| Elm (Ph 2) | Green-Walk |  |  | 7 |  |  |  |  |  |  |
|  | Green-FDW |  |  | 17 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
| Lt Turn (Ph 3) | Green-DW |  |  | 10 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Highway (Ph 1) | Green-Walk |  |  | 19 |  |  |  |  |  |  |
|  | Green-FDW |  |  | 12 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
| Jennie (Ph 2) | Green-Walk |  |  | 7 |  |  |  |  |  |  |
|  | Green-FDW |  |  | 20 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
| Lt. Turn (Ph 3) | Green-DW |  |  | 10 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Highway NB (Ph 1) | Green-Walk |  |  | 12 |  |  |  |  |  |  |
|  | Green-FDW |  |  | 12 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
| Highway SB (Ph 2) | Green-DW |  |  | 24 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |
| Gladys (Ph 3) | Green-Walk |  |  | 6 |  |  |  |  |  |  |
|  | Green-FDW |  |  | 14 |  |  |  |  |  |  |
|  | Yellow-DW |  |  | 4 |  |  |  |  |  |  |

Elm Ave - Highland Ave (Hermiston)
Umatilla - Stanfield Highway

July 1932

### OREGON STATE HIGHWAY DIVISION
### Traffic Engineering Section

## TRAFFIC SIGNAL CYCLE DIVISIONS

| STREET | COLOR | DIAL I 80 Sec. | | | DIAL 2 | | | DIAL 3 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Pct | Cum Pct | Time (Sec) | Pct | Cum Pct | Time (Sec) | Pct | Cum Pct | Tim (Se |
| Highway NB (Ph. 1) | Green - Walk | | | 12 | | | | | | |
| | Green - FDW | | | 12 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| Main (Ph. 2) | Green - Walk | | | 6 | | | | | | |
| | Green - FDW | | | 14 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| Highway SB (Ph 3) | Green - DW | | | 24 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| | | | | | | | | | | |
| Highway (Ph 1) | Green - Walk | | | 16 | | | | | | |
| | Green - FDW | | | 13 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| Orchard (Ph 2) | Green - Walk | | | 12 | | | | | | |
| | Green - FDW | | | 17 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| Lt. Turn (Ph 3) | Green - DW | | | 10 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| | | | | | | | | | | |
| Highway (Ph 1) | Green - Walk | | | 13 | | | | | | |
| | Green - FDW | | | 17 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| Highland (Ph 2) | Green - Walk | | | 11 | | | | | | |
| | Green - FDW | | | 17 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |
| Lt. Turn (Ph 3) | Green - DW | | | 10 | | | | | | |
| | Yellow - DW | | | 4 | | | | | | |

Elm Ave - Highland Ave (Hermiston)
Umatilla - Stanfield Highway

July 1982

OFFSET DATA

| INTERSECTION | DIAL 1 80 Sec. | | | | | | DIAL 2 | | | | | | DIAL 3 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Offset 1 | | Offset 2 | | Offset 3 | | Offset 1 | | Offset 2 | | Offset 3 | | Offset 1 | | Offset 2 | | Offset 3 | |
| | Pct | Sec | Pct | Sec | Pct | Sec | Pct | Sec | Pct | Sec | Pct | Sec | Pct | Sec | Pct | Sec | Pct | Sec |
| atilla-Stanfield Hwy at: | | | | | | | | | | | | | | | | | | |
| Elm | | 63 | | | | | | | | | | | | | | | | |
| Jennie | | 38 | | | | | | | | | | | | | | | | |
| Gladys | | 12 | | | | | | | | | | | | | | | | |
| Main (Master) | | 0 | | | | | | | | | | | | | | | | |
| Orchard | | 66 | | | | | | | | | | | | | | | | |
| Highland | | 25 | | | | | | | | | | | | | | | | |

9331

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HIGHWAY DIVISION**

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 12, 1982

Ms. Marjorie L. Roff
Hermiston Realty
650 S. Highway 395
P. O. Box 748
Hermiston, Oregon 97838

Dear Ms. Roff:

I have your letter concerning the traffic lights recently installed on Highway 395 in Hermiston.

I too have been through Hermiston in recent weeks and I cannot agree with you more. There is a particular problem at the Main Street and Gladys Street intersections with 395. The congestion at that spot will surely force traffic off of the highway and onto local street system. That system is in no way designed to handle large volumes of traffic.

Our traffic engineers in Salem have been contacted and are in your area to figure out what should be done to smooth the traffic flow problems. I am personally interested in this problem and I expect a solution.

Thank you for taking the time to write; I appreciate your interest and comments.

Sincerely,

R. D. Hector
Region Engineer

RDH/vt
cc: W. E. Schwartz
R. L. Schroeder

RECEIVED
STATE HWY ENGR
JUL 14 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

Form 734-3122

☐ RE ☐ RCE ☐ RME ☐ R

☐ JUL 12 1982

RECEIVED

ON 5 OFFICE

HR **Hermiston Realty**

650 S. HIGHWAY 395 • P.O. BOX 748 • HERMISTON, OREGON 97838

MEMBER HOMES FOR LIVING Network

REALTOR®

BUS. (503) 567-5557
RES. (503) 567-2155

July 2, 1982

Oregon State Highway Dept.
P.O. Box 850
LaGrande, Or.

Gentlemen:

I have just come from north of Hermiston south on Highway 395 to the shopping center and I have never seen such a bottle-heck of traffic as we have in this town since the latest adjustment of the lights. It is dangerous, frustrating, and uncalled for.

Certainly they could be adjusted so that traffic could flow at 35 miles per hour on a state highway, and allow enough time for more than 4 cars through at one time. The left hand turn lights allow 1 or at the very most 2 through at a time if the 2nd goes on the yellow light.

Having lived in Portland, and been in other cities of considerable size, I have never seen such frustrating traffic control and feel that something could certainly be done to improve.

Thank you for considering other alternatives to the present settings.

Sincerely,

Marge Roff

Marjorie L. Roff

Janet M. Munger
Phil DeLizzini
Larry D Roff
DiAnna Bennett
Jill Huffman

Bonnie Underwood
Jeanette Strobel
Clarence L. Strobel
Lona R. Loddon
Carolyn M. Landon

9331

2.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elm Ave.-Highland Ave.

WEEK ENDING: 1 May 82

SECTION PREFIX: 30-1076

HIGHWAY: Umatilla-Stanfield

COUNTY: Umatilla

NAME OF JOB: Elm Ave.-Highland Ave. (Herm.)

KIND OF WORK: Traffic Signals

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 9331

FEDERAL AID PROJECT NUMBER: HES-81(4)

DATE OF CONTRACT: August 11, 1981

DATE WORK STARTED: Nov. 30, 1981

ESTIMATED COMPLETION DATE: 5-26-82

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 245

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 136

PROJECT AUTHORIZATION: $ 91,799.23

EXCLUSIVE OF ENGINEERING: $ 83,781.83

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 83,781.83

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

ENGINEERING AUTHORIZATION: $ 8,017.40

ENGINEERING COST TO DATE: $ 6,340.62

PERCENT OF AUTHORIZATION: 79 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 4-26-82

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Signals | |
|---|---|---|---|---|---|---|---|
| | | | | | | 100 | |

| | Signals | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 6 Ea. | | | | |
| MILES PARTIALLY COMPLETED | 6 | | | | |
| MILES COMPLETED | 6 | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 6 | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 6 | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 100 % | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

One boom truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 25 | | 1 | | |
| MONDAY 26 | Fair | 1 | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

CE
CAE
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EEO

RECEIVED
MAY 03 1982
CONSTRUCTION SECTION

OM
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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| 26<br>MONDAY | The Region Traffic Engineer and one Electrian were on the project today to install some faulty parts on the fire pre-empt system. After this was done the project was accepted by G. Strawn. |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

On Monday the 26 th G. Strawn, Region Traffic Engineer and a Electrian were on the project to install part for the fire pre-emtion system. After they were installed the project was accepted by G. Strawn.

The Semi-final is in progress, The time has been stopped as of 4-26-82. This will be the final report.

SIGNED W C Ferguson LOCATION Hermiston
W.C. Ferguson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9331

L.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>8-114<br>PROJECT REPORT NUMBER<br>MODIFICATION NUMBER | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>8-19-81 | Oregon<br>County<br>Umatilla<br>Project Number<br>HES-81(4) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 28, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 8,000.00 | $ 96,320.00 |
| Federal funds | $ 7,200.00 | $ 86,688.00 |
| Other revisions | | |

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By
Asst. State Hwy. Engineer
*(Title)*

~~XXX~~ For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

G - Files

Oregon State Highway Division
Salem, Oregon, August 12, 1981

Federal Aid Project
No. HES-81(4)

Elm Ave. - Highland Ave. (Hermiston)
Umatilla - Stanfield Highway
Umatilla County

Revised Project Agreement Estimate

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,000.00 |

Type Code Y031
Upgrade Signals (Elm, Jennie, Orchard and Highland Aves.)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 793.00 |
| Temporary Signs | 120 Sq. Ft. | 4.50 | 540.00 |
| Flagmen | 40 Hour | 5.00 | 200.00 |
| Traffic Signal Installation, Complete | All Required | | 67,591.00 |
| | | | $ 69,124.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 850.00 |
| Signal Controller Testing and Turn-on | All Required | *7,750.00 |
| "Opticom" Testing | All Required | *2,450.00 |
| | | $ 11,050.00 |
| | Subtotal | $ 80,174.00 |
| | Engineering | 10,146.00 |
| | Total | $ 90,320.00 |

Length of Project ...................... 0.00 mi.

*Attention: Bob Church and Resident Engineer.
This being a special case, the FHWA is allowing us to charge this work to Construction in the form of a "State Force Order" Function No. 270 rather than 900.

SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000 | $ 5,400 | 600 |
| Signals | 90,320 | 81,288 | $9,032 |
| Total | $96,320 | $86,688 | $9,632 |

Group 1 100%
Contract No. 9331
Prefix 30-1967
Prefix 30-1076

OMB No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>2-100 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>1-28-81 | State<br>Oregon<br>County<br>Umatilla<br>Project No.<br>HES-81(4) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, Elm to Highland (Hermiston)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 1-13-81 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 8,000.00 | FEDERAL FUNDS<br>$ 7,200.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Hwy. Engineer
*(Title)*

XXX For: H.S. Coulter
By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator 1-28-81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for servicing motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 26, 1981

Federal Aid Project
No. HES-81(4)

Elm Ave.-Highland Ave. (Hermiston) Section
US 395 in Umatilla County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $8,000.00 |
| | TOTAL | $8,000.00 |

Length of project ------------ 0.0 miles

SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 8,000.00 | $ 7,200.00 | $ 800.00 |
| Retain in Program Contract Work | 30,000.00 | 27,000.00 | 3,000.00 |
| TOTAL | $38,000.00 | $34,200.00 | $3,800.00 |

Group 1-100%
Prefix 30-1967

9331

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-1-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-81(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:
Elm Avenue - Highland Avenue (Hermiston) Section

11. GENERAL DESCRIPTION OF WORK
4 Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping $850
Signal Controller Testing and
Turn-on S.F. $7,750
"Opticom" Testing S.F. $2,450

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $90,300 Federal Funds $81,270.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 10'81
REFER TO
FOR

orig to
7/10

14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9331 Form FHWA 121 (1/80) 4,

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

**Subject:** Oregon Project HES-81(4)
Elm Avenue-Highland Ave. (Hermiston) Section
Hermiston-Umatilla County
Project Data Submission

**Date:** January 13, 1981

**From:** G. L. Green, Division Administrator

**Reply to Attn. of:** HFO.4/5-OR

**To:** Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed the above project and agree that the project is appropriate for funding as proposed.

In addition to the proposed project intersections, it may be desirable to include the Gladys Avenue and Main Street intersections into an overall signal improvement project. Improvement and coordination of these locations, in addition to those proposed, would improve traffic movement and promote energy savings on this main arterial through Hermiston.

G. K. Hosner
G. L. Green

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (B Aldrich, Reg V)

RECEIVED
STATE HWY ENGR
JAN 16 '81
REFER TO
FOR
Info Invest Rply Dft Sign [✓ Act] File

Reg
XO

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-81(4)
STATE PROJECT NO. See below
COUNTY NAME Umatilla
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division-Administrator
FHWA - Oregon Division

PROGRAM NO.
ITEM NO. 10091

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE 1/13/81
FEDERAL ROUTE NUMBER Primary 81
STATE ROUTE NUMBER Primary 54

GENERAL LOCATION:

Elm Avenue - Highland Avenue (Hermiston) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $8,000 - F.F. $7,200
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's letter of 12/11/80.

RECEIVED
STATE HWY ENGR
JAN 16 '81
REFER TO Roehning
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

DATE 1/13/81
SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970 [illegible]

9331

L.

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

December 11, 1980

G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

D. E. Swan
Operation Programming Engineer

Project Data Submission
Item No. 10091
Project No. HES-81(4)
Elm Ave.-Highland Ave. (Hermiston) Section
Umatilla County

Attached support data consists of PR-1 forms with project maps, Authority for Survey, Narrative Report, pictures, accident data and other traffic data.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval for the project at an estimated total cost of $8,000 with an obligation of $7,200 in Federal funds.

This project ranks 14, 63 and 87 on the Urban Priority List that was previously submitted to your office.

DRH:bke
Attachments

cc: L.E. George
W.E. Schwartz (Region 5)
General Files

9331

11-12-80

# REPORT OF ACTION UNDER DELEGATED AUTHORITY

## BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

| SECTION | ESTIMATED TOTAL COST | FEDERAL FUNDS | STATE SHARE | LOCAL GOVT. FUNDS | APPROVAL DATE |
|---|---|---|---|---|---|
| McKenzie Highway at Goodpasture Road, Lane County | $ 30,000 | $ 27,000 | $ 3,000 | 0 | 10-22-80 |
| Baker-Copperfield Highway at Main Street (Baker) Baker County | 65,000 | 58,500 | 6,500 | 0 | 10-28-80 |
| M.P. 23.30-M.P. 23.54 Sunset Highway Clatsop County | 1,114,000 | 1,002,600 | 111,400 | 0 | 10-28-80 |
| Elm Avenue - Highland Avenue (Hermiston) Section Umatilla-Stanfield Highway Umatilla County | 30,000 | 27,000 | 3,000 | 0 | 11-5-80 |

November 12, 1980

H. S. Coulter
State Highway Engineer

PRO 6-2

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 4, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to add left-turn phasing at four existing traffic signals on the Umatilla-Stanfield Highway in Hermiston and to restripe a portion of the highway to add a continuous left-turn lane.

tracer
TRA 7-8-
Hermiston

Construction will be by contract with the State performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | Elm Avenue-Highland Avenue (Hermiston) Section<br>Umatilla-Stanfield Highway<br>Umatilla County | $30,000 | $27,000 | $3,000 |

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. George
Traffic Engineer

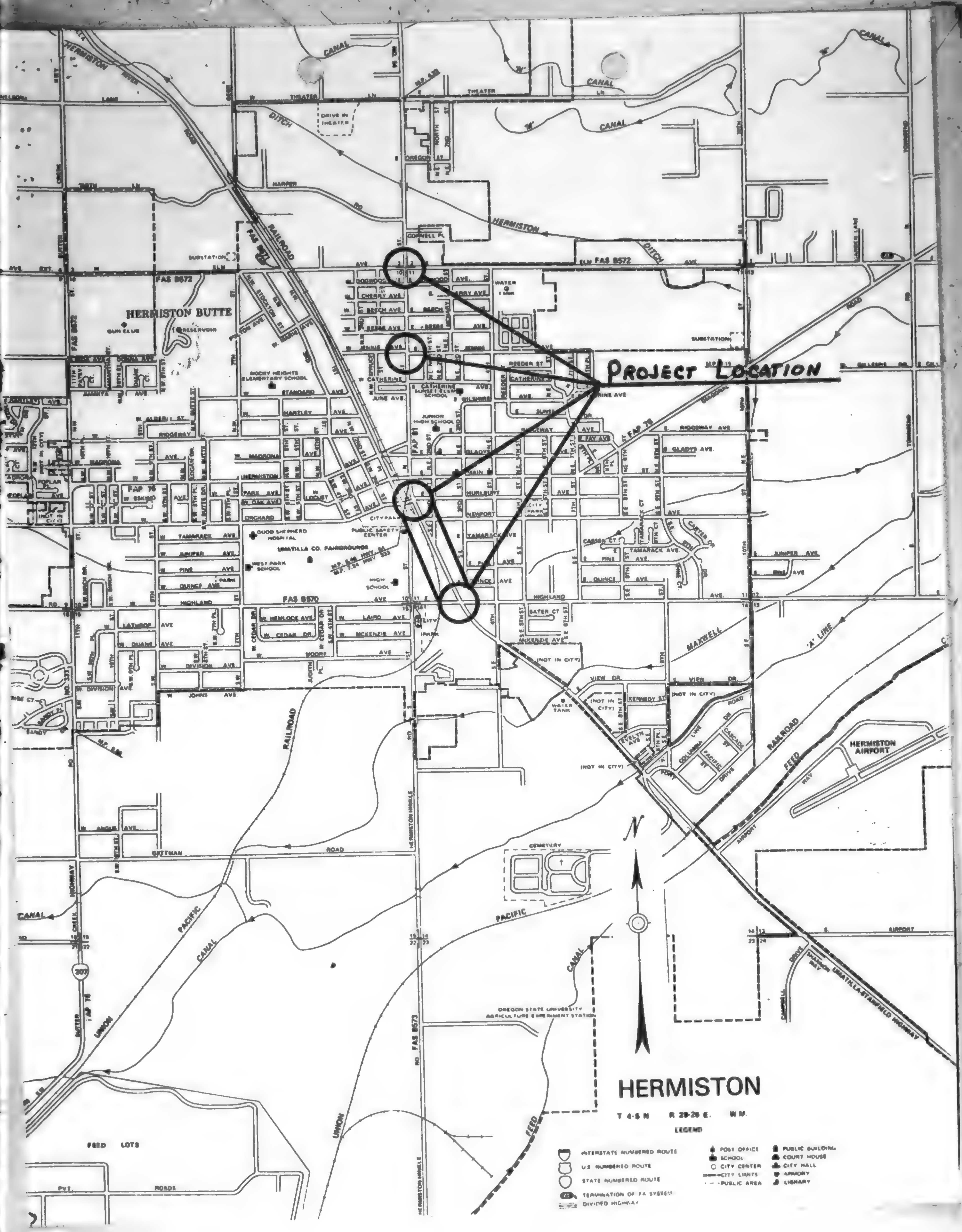
RHB:jrb
Attachment

APPROVED:

State Highway Engineer

DATE: 11-5-80

Contains Recycled Materials


PROJECT LOCATION
HERMISTON
T 4-5 N R 28-29 E. W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
N
HERMISTON BUTTE
HERMISTON AIRPORT
CEMETERY
OREGON STATE UNIVERSITY AGRICULTURE EXPERIMENT STATION
FEED LOTS
ELM FAS B572 AVE
FAS B570
FAP 76
FAP 81
HIGHLAND
GETTMAN ROAD
HERMISTON DITCH
CANAL
RAILROAD
UNION PACIFIC
UMATILLA-STANFIELD HIGHWAY
UMATILLA CO. FAIRGROUNDS
GOOD SHEPHERD HOSPITAL
ROCKY HEIGHTS ELEMENTARY SCHOOL
SUNSET ELEM. SCHOOL
JUNIOR HIGH SCHOOL
HIGH SCHOOL
WEST PARK SCHOOL
PUBLIC SAFETY CENTER
CITY HALL
WATER TOWER
WATER TANK
SUBSTATION
DRIVE-IN THEATER
THEATER LN
HARPER RD
MAXWELL
'A' LINE
FEED
AIRPORT

- 1981 Pendleton-John Day Hwy. 9332
- at SW 20th St. Sec.
- (Traffic signal installation)

C&a ~~9332~~ 7466 5-19-80, 5-14-81

9322 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00091

11-18-86

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 1, 1986
8. FEDERAL ROUTE NUMBER FAU 1705
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Pine St. N. E. - Division St. N. E. (Salem)

11. GENERAL DESCRIPTION OF WORK
Pave approaches to the railroad crossings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/1/86 as requested in Mr. Fredrickson's letter of 11/7/86 as being cost effective for the use of City of Salem forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $1,000; Federal Funds $850.

RECEIVED
STATE HWY ENGR
NOV 20 '86
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to
11/20

14. DATE 11/18/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1332

5

SAFETY
SIGNAL
SYSTEMS
Incorporated

7002 - 220TH ST S W
MOUNTLAKE TERRACE WA 98043

(206) 775-1557 or 633-2159

June 10, 1983

Northwest Bonding Company
Attention: Mr. Dennis V. Gilbert
P.O. Box 1448
Beaverton, OR 97075

Reference: Hansen Electric Company, Coos Bay
Oregon State Highway Contract No. 9332
Traffic signal Installation on Pendleton-
John Day Hwy at S.W. 20th St. in Pendleton
SSS #OR 314; 81584

Gentlemen:

In accordance with Oregon Revised Statutes, Safety Signal Systems, Inc. filed Notice of Claim with the Department of Transportation. This Claim was dated May 12, 1982 and there is an indication that you were notified of this claim by copy of a Department of Transportation letter dated May 18, 1982. A copy of the claim and that letter are enclosed.

No further action was taken after the claim was filed as Hansen Electric made a payment on the balance owing and indicated they would continue to make payments until the balance was paid. We recently have been informed by Mr. John Hansen that his firm cannot make payments and this leaves us no alternative but to seek redress from the company which bonded the project originally.

We respectfully request that you investigate and corroborate this claim, the current amount of which is $12,351.05 which amount includes late charges, and initiate an immediate settlement.

Very truly yours,

Bruce R. Culver

Bruce R. Culver, President

BRC/jes

Encl: 1) Claim; 2) OSHD Letter; 3) 5/31/83 Statement

IED
8/12/83
fw

RECEIVED
JUN 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

Mailed Certified w/signature return requested.

CC: OSHD. ✓

STATEMENT

Phone (206) 775-1557

Phone (206) 633-2159

**SAFETY SIGNAL SYSTEMS, INC**

7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043

May 31, 1983 198

To HANSEN ELECTRIC CO.
P.O. Box 1135
Coos Bay, OR 97420

| DATE | | CHARGES | CREDITS | BALANCE |
|---|---|---|---|---|
| | 4/30/83 Balance | | | $12,168.5 |
| 5/31/83 | 1½%/Month Late Charge | 182.52 | | $12,351.0 |

Copy to: Attn. Gail Hansen
1129 SE 199th Ave.
Portland, OR 97233

9332

b

SAFETY
SIGNAL
SYSTEMS
*Incorporated*

7002 - 220TH ST. S.W.
MOUNTLAKE TERRACE, WA 98043

(206) 775-1557 or 633-2159

April 6, 1983

Hansen Electric Company
1127 S. Broadway
Coos Bay, OR 97420

Re: State of Oregon Contract No. 9332
Pendleton-John Day Hwy at S.W. 20th St. in Pendleton

Your P.O. #0205-12881
Our #81584/OR314
AMOUNT DUE........$11,988.70

Gentlemen:

The amount of $10,533.84 plus late charges of $1454.86 for a total of $11,988.70 is due and payable immediately. The initial amount has been due since March, 1982 and is for traffic signal equipment furnished on the above referenced project.

We will expect your check for the full amount within 15 days, in our hands no later than April 22, 1983, or further action will be necessary.

Very truly yours,

J. E. Stumpf
J.E. Stumpf
Off Mgr/Credit Dept.

CC: Dept. of Transportation
State of Oregon
Transportation Bldg.
Salem, OR 97310

RECEIVED
APR 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] noted
no resp nec.
fra

CE — RECEIVED — OM
CAE — CA
FOE
OCS — APR 11 1983
SCS — FE
EEO — CONSTRUCTION SECTION — CP

a claim was filed by
Safety Signal in
May of 1982 but amt
different

9332

B

March 28, 1983

CON 5
#9332

Becker, Sipprell & Hunt
Attorneys at Law
414 Commonwealth Building
421 S.W. Sixth Avenue
Portland, Oregon 97204

Attention: Millard M. Becker

Gentlemen:

This will acknowledge a copy of a letter dated March 16, 1983, to the Secretary of State with attached Satisfaction of Claim.

This Satisfaction of Claim was from G. F. Webb, Inc., and released a claim filed July 28, 1982, against Hansen Electric Company in the amount of $5,100. This was for work on Contract No. 9332 for traffic signals on the Pendleton-John Day Highway at SW 20th Street in Pendleton.

We will advise the surety and the contractor of this Satisfaction of Claim. This information will also be noted in our records.

Your letter also made reference to a Contract No. 9325; however nothing was attached concerning this contract. Was something inadvertently omitted from your letter?

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:sh
cc Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

Union Indemnity Insurance Company
c/o Northwest Bonding Company
Attn: Dennis V. Gilbert
P.O. Box 1448
Beaverton, OR 97075

TED ON
3/31/83

RECEIVED
MAR 17 1983
LEGAL

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226 1162

March 16, 1983

The Honorable Norma J. Paulus
Secretary of State
136 State Capitol Building
Salem, OR 97310

Re: G. F. Webb, Inc. vs. Hansen Electric

Dear Mrs. Paulus:

Enclosed is a release of bond claim for filing.

Very truly yours,

Millard M. Becker

MMB:skl
Enclosure
cc/enc: Department of Transportation (Re: Con 5 #9325, #9332)
G. F. Webb, Inc.

# SATISFACTION OF CLAIM

TO: Norma J. Paulus, Secretary of State

TO: Department of Transportation

The undersigned claimant hereby releases its Notice of Claim filed with the Secretary of State of Oregon July 28, 1982. The claim so released is as follows:

(1) The person ordering the work and labor was Hansen Electric of Coos Bay, Oregon.

(2) The name of the general contractor was Hansen Electric, Coos Bay, Oregon.

(3) The work done was slab sawing and sealing.

(4) The amount of the claim asserted is $5,100.

(5) The project for which the work was done was Contract No. 9332, Department of Transportation, Highway Division, John Day Highway at S. W. 20th, Pendleton, Oregon.

(6) The bonding company (surety) who bonded the performance of Hansen Electric was Northwest Bonding Co. of Beaverton, Oregon, care of Dennis Gilbert.

The undersigned claimant acknowledges full satisfaction of the above-mentioned claim and hereby releases the same.

Dated this 16th day of March, 1983.

G. F. WEBB, INC., Claimant

By ______________________

Millard M. Becker

Attorney for Claimant

3-14-83

cc: OSHD (Coulter)
9332

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED . HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF REPORT<br>March 14, 1983 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>HES-30(6) |
| COMPLETION DATE<br>March 4, 1982 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>August 4, 1982 | TIME ELAPSED<br>101 % | CONTRACT TIME<br>100 |
| APPROVED EXTENSIONS<br>None | LOCATION<br>City of Pendleton, Umatilla County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PENDLETON/JOHN DAY HWY @ SW 20th ST.
PENDLETON/JOHN DAY HIGHWAY
Traffic Signal

This project provided for the installation of a traffic signal at the intersection of the Pendleton/John Day Highway and SW 20th Street.

The project is complete and acceptance is recommended. A final inspection of the completed work was made on August 31, 1982.

The final cost of the original bid items was $60,845.26 or a 3.9 percent overrun of the contract amount of $58,552.60. The final cost of the project including all changes and engineering was $77,847.48.

The contractor overran the contract time by 2 days and was assessed liquidated damages ($110 x 2 days = $220) for that time.

RECEIVED
STATE HWY ENGR
MAR 29 '83
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ
3/29

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>David B. Carter<br>Original Signed by D. B. Carter Area Engr. | | SIGNATURE<br>G. K. Hossner<br>Original Signed By G. K. HOSSNER Field Operations | |
| TITLE<br>Area Engineer | DATE<br>3/14/83 | TITLE<br>Field Operations Engineer | DATE<br>3/28/83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9332

October 11, 1982

C & B Construction Co.
2441 South West Olsen
Pendleton, OR 97801

COM 5
#9332

Attention: Clarence C. Sewall

Gentlemen:

Thank you for your letter of September 30, 1982, informing us that Hansen Electric has paid you $930.

This was in connection with a claim you filed for labor performed on Contract No. 9332 with Hansen Electric Company for traffic signals on the Pendleton-John Day Highway at S.W. 20th Street in Pendleton.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

Union Indemnity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

NOTED ON CARD
10/8/8

Clarence Sewell
Res. 276-7008

C & B
CONSTRUCTION CO.
2441 S. W. OLSON 276-6771
PENDLETON, OREGON 97801

September 30, 1982

Robert W. Germsen

Department of Transperation

Salem, Ore. 97310

Mr. Germsen:

To advise you that Hansen Electric paid the contract #9332 for traffic signals in full Sept. 17, 1982.

Thank you for your cooperation in this matter.

Sincerely

Clarence G. Sewell

Clarence G. Sewell
C. & B. Construction Co.

RECEIVED
OCT 4 1982
COMM [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

9332

L.

9-9-82

# REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
# ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hansen Electric Co.<br>No. 9332 | Pendleton/John Day Hwy. @ SW 20th St. (Pendleton)<br>Umatilla County | August 4, 1982 |
| Electric Corp.<br>No. 9365 | Pacific Hwy. E. @ Lana Ave. NE (Salem)<br>Marion County | August 9, 1982 |
| Ausland Construction, Inc.<br>No. 9371 | Manzanita Safety Rest Area<br>Josephine County | August 11, 1982 |
| Hamilton Electric, Inc.<br>No. 9282 | Beaverton/Tualatin Hwy. @ SW Locust St.<br>Washington County | August 16, 1982 |
| Weaver Construction Co.<br>No. 9422 | South Pine Creek Bridge<br>Harney County | August 18, 1982 |
| Douglas S. Coats, Inc.<br>No. 9278 | Dewey Ave.-UPRR U-X'ing (Baker)<br>Baker County | August 18, 1982 |
| Sims Electric, Inc.<br>No. 9390 | SE King Rd. @ SE Price Fuller Rd.<br>Clackamas County | August 19, 1982 |
| Holst Construction Co.<br>No. 9421 | Scappoose Creek Bridge<br>Columbia County | August 25, 1982 |
| Michael A Becker, Gen. Contractor<br>No. 9405 | Whitney Sand Storage Shed<br>Baker County | August 31, 1982 |
| Steeck Electric Co.<br>No. 9281 | Wallowa Lake Hwy. @ Monroe Ave. (LaGrande)<br>Union County | August 31, 1982 |

Orig [illegible]
[illegible]
files

September 9, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9332

August 23, 1982

Union Indemnity Insurance Company
c/o Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

CON 5
#9332

Gentlemen or Ladies:

On August 4, 1982, we wrote to you concerning release of final payment on Contract No. 9332 awarded to Hansen Electric Co., for traffic signal installation on the Pendleton-John Day Highway at S.W. 20th Street in Pendleton, Umatilla County.

Final payment on this contract is $959.46 and the total contract amount is $62,086.64. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
Robert Hector

**HANSEN ELECTRIC CO.**
P.O. BOX 1228
COOS BAY, OREGON 97420

0331

COOS BAY BRANCH
**WESTERN BANK**
COOS BAY, OREGON

96-413/1232

REGISTERED 930 DOLS 00 CTS

PAY ____________________ DOLLARS

TO THE ORDER OF C & B Construction
2444 South West Olson
Pendleton, Oreg. 97801

| DATE | CHECK NO. | AMOUNT DOLLARS | CENTS |
|---|---|---|---|
| 9-17-82 | 331 | 930 | 00 |

HANSEN ELECTRIC CO.

Gayle Hansen

⑆123204136⑆ 0 00682 3⑈

Received this check Sept. 21, 1982

RECEIVED
OCT 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9332

L

August 10, 1982

C & B Construction Co.
2441 South West Olsen
Pendleton, OR 97801

COM 4
#9332

Attention: Clarence G. Sewell

Gentlemen or Ladies:

Thank you for your phone call of August 10 concerning our letter of August 2, 1982, regarding Hansen Electric owing you for work on Contract No. 9332 for traffic signals on the Pendleton-John Day Highway at S.W. 20th in Pendleton.

Our letter stated that Hansen Electric owed you $1,860. Per your phone call, you indicated that amount was incorrect and should have been $930.

We are sorry for the inconvenience we have caused you. We will notify the surety, contractor and the Secretary of State of this corrected amount of your claim.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

fkm

cc Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

Union Indemnity Insurance Co.
& Northwest Bonding Company
Attn: Dennis V. Gilbert
P.O. Box 1448
Beaverton, OR 97075

NOTED ON CARD

Hon. Norma Paulus
Secretary of State

9332 CL-82-147

4

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 03 1982
NORMA PAULUS
SECRETARY OF STATE

August 2, 1982

IN REPLY REFER TO
FILE NO.:

CON 4
#9332

C & B Construction Co.
2441 South West Olson
Pendleton, OR 97801

Attention: Clarence G. Sewell

FILED
AUG 03 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter dated July 15, 1982, enclosing copies of work tickets totaling $1,860 performed for Hansen Electric which have not been paid.

The claim states this is in reference to the Hansen Electric Company Contract No. 9332 for traffic signals on the Pendleton-John Day Highway at S.W. 20th Street in Pendleton, Umatilla County.

The Union Indemnity Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON
8-24-82 dmc

js

cc: Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

Union Indemnity Insurance Company
c/o Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Clarence Sewell
Res. 276-7008

C & B
CONSTRUCTION CO.
2441 S. W. OLSON 276-6771
PENDLETON, OREGON 97801

July 15, 1982

Mr. Robert Gormsen
Oregon State Hiway Dept.
121 Transportation Building
Salem, Ore. 97310

Re: Contract # 9332 Pendleton- Pilot Rock Hy.

Mr. Gormsen:

Inclosed are the copies of work tickets preformed for Hansen Electric, which we have not been paid.

Thank you for your cooperation.

C. & B. Construction Co

Clarence G. Sewell

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 100·00  +✓
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RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Clarence Sewell
Res. 276-7008

C & B
CONSTRUCTION CO.
2441 South West Olson
276-4771

Pendleton, Oregon [illegible] 19 [illegible]

Hansen Electric Co.
P. O. Box 1228
Coos Bay, Ore. 97420

P. O. # 12881

| | |
|---|---|
| 7 hrs. 500 @ 40. | 280 |
| 7½ hrs. Truck (one operator on both) @ 20. | 150. |
| 12½ hrs. Truck @ 40. | 00 |
| | 930. |

RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**TERMS:** Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. **ANNUAL PERCENTAGE RATE** is 18%.

---

C & B
CONSTRUCTION CO.
2441 S. W. OLSON
276-4771

DEPT. DATE 1.26 198

NAME Hansen Electric Co
ADDRESS P.O Box 1227
CITY 1127 S. Broadway Coos Bay Or 97

| SOLD BY | CASH | C. O. D. | CHARGE | ON ACC'T | MDSE. RETD | PAID OUT |
|---|---|---|---|---|---|---|
| Mackie | | | ✓ | | | |

| QUAN. | | DESCRIPTION | PRICE | AMOUNT |
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1-26-82

# P.O 12881

CUSTOMER'S ORDER NO.

RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KEEP THIS SLIP FOR REFERENCE

**TERMS:** Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. **ANNUAL PERCENTAGE RATE** is 18%.

C & B
CONSTRUCTION CO.
2441 S. W. OLSON 276-6771

DEPT. ______ DATE 1, 28 1982

NAME Hansen elec. co

ADDRESS ______

CITY P.O 12881

| SOLD BY | CASH | C. O. D. | CHARGE | ON ACC'T | MDSE. RETD. | PAID OUT |
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| QUAN. | | DESCRIPTION | PRICE | AMOUNT |
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| #72 | 1 | 4 hrs hauling fill | | 160. |
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RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER'S ORDER NO. ______ REC'D BY ______ 12881

KEEP THIS SLIP FOR REFERENCE

**TERMS:** Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. **ANNUAL PERCENTAGE RATE is 18%.**

---

C & B
CONSTRUCTION CO.
2441 S. W. OLSON 276-6771

DEPT. ______ DATE 1, 27 19__

NAME Hansen Electric Co.

ADDRESS P.O 12881

CITY ______

| SOLD BY | CASH | C. O. D. | CHARGE | ON ACC'T | MDSE RETD. | PAID OUT |
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| Mackie | | | ✓ | | | |

| QUAN. | | DESCRIPTION | PRICE | AMOUNT |
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| #72 | 1 | 2 hrs hauling fill | 40 | 80. |
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RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER'S ORDER NO. ______ REC'D BY ______ 12881

KEEP THIS SLIP FOR REFERENCE

**TERMS:** Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. **ANNUAL PERCENTAGE RATE is 18%.**

**C & B CONSTRUCTION CO.**
2441 S. W. OLSON 276-6771

DEPT. ________ DATE 1/29 1982

NAME Hansen elec. co.

ADDRESS

CITY P.O. 12881

| SOLD BY | CASH | C. O. D. | CHARGE | ON ACC'T | MDSE. RETD. | PAID OUT |
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| Mackie | | | | | | |

| QUAN. | | DESCRIPTION | PRICE | AMOUNT |
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RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER'S ORDER NO. ________ REC'D BY ________ 12881

KEEP THIS SLIP FOR REFERENCE

TERMS: Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. ANNUAL PERCENTAGE RATE is 18%.

---

**C & B CONSTRUCTION CO.**
2441 S. W. OLSON 276-6771

DEPT. ________ DATE 2/1 - 19

NAME Hansen elec co

ADDRESS

CITY PO 12881

| SOLD BY | CASH | C. O. D. | CHARGE | ON ACC'T | MDSE. RETD. | PAID OUT |
|---|---|---|---|---|---|---|
| Mackie | | | | | | |

| QUAN. | | DESCRIPTION | PRICE | AMOUNT |
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| #72 | 1 | 1 hrs hauling fill | 20. | 20 |
| 500 | 2 | 1 hrs cleaning up | 40. | 40 |
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RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER'S ORDER NO. ________ REC'D BY ________

KEEP THIS SLIP FOR REFERENCE

TERMS: Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. ANNUAL PERCENTAGE RATE is 18%.

## C & B CONSTRUCTION CO.

2441 S. W. OLSON 276-6771

DEPT. ______ DATE 2. 2 1982

NAME Hansen elec co

ADDRESS

CITY P.O. 12881

| SOLD BY | CASH | C. O. D. | CHARGE | ON ACC'T | MDSE. RETD. | PAID OUT |
|---|---|---|---|---|---|---|
| Mackie | | | | | | |

| QUAN. | | DESCRIPTION | PRICE | AMOUNT |
|---|---|---|---|---|
| 500 | 1 | 4 hrs cleaning up | 40 | 160 |
| | 2 | | | |
| #72 | 3 | 4 hrs hauling fill | 20 | 80 |
| | 4 | | | |
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RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER'S ORDER NO. ______ REC'D BY ______ 12881

KEEP THIS SLIP FOR REFERENCE

**TERMS:** Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. ANNUAL PERCENTAGE RATE is 18%.

---

## C & B CONSTRUCTION CO.

2441 S. W. OLSON 276-6771

DEPT. ______ DATE 2.3 19__

NAME Hansen elec co

ADDRESS

CITY P.O 12881

| SOLD BY | CASH | C. O. D. | CHARGE | ON ACC'T | MDSE. RETD. | PAID OUT |
|---|---|---|---|---|---|---|
| Mackie | | | ✓ | | | |

| QUAN. | | DESCRIPTION | PRICE | OUNT |
|---|---|---|---|---|
| 500 | 1 | 2 hrs cleaning up | 40 | 80 |
| | 2 | | | |
| #72 | 3 | 2½ hrs hauling fill | 20 | 50 |
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RECEIVED
JUL 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUSTOMER'S ORDER NO. ______ REC'D BY ______ 12881

KEEP THIS SLIP FOR REFERENCE

**TERMS:** Net Cash 30 Days. 1½% per month interest will be charged on all unpaid balances. ANNUAL PERCENTAGE RATE is 18%.

9332

CL-82-144

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 03 1982
NORMA PAULUS
SECRETARY OF STATE

July 30, 1982

IN REPLY REFER TO FILE NO.:

CON 5
#9332

FILED
AUG 03 1982
NORMA PAULUS
SECRETARY OF STATE

Becker, Sipprell & Hunt
414 Commonwealth Building
421 S.W. Sixth Avenue
Portland, OR 97204

Attention: Millard M. Becker

Gentlemen:

This will acknowledge receipt of a copy of your letter dated July 26, 1982, addressed to Norma Paulus, Secretary of State, filing a Notice of Claim on behalf of G. F. Webb for labor and material in the amount of $5,100 plus interest.

The claim states this is in reference to the Hansen Electric Company Contract No. 9332 for traffic signals on the Pendleton-John Day Highway at S.W. 20th Street in Pendleton, Umatilla County.

The Union Indemnity Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
8-24-82 dmc

js

cc: Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please advise us of your filing date and number on the enclosed copy of this letter. The attorney filed the attached claim directly with you.

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226-1162

July 26, 1982

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. P 222 953 008

Norma Paulus
Secretary of State
Salem, OR 97310

Re: Contract No. 9332
John Day Highway at S.W. 20th and
Pendleton

Dear Ms. Paulus:

Enclosed is a Notice of Claim on a Public Works Bond for filing. Would you please acknowledge receipt of the claim.

Very truly yours,

Millard M. Becker

nw

Enclosure
cc: Dept. of Transportation (w/copy of bond claim)
G.F. Webb, Inc.

RECEIVED
JUL 28 1982
[illegible]
[illegible]

# NOTICE OF CLAIM

## CHAPTER 279, OREGON REVISED STATUTES

TO: Norma Paulus, Secretary of State, Salem, OR 97310
Department of Transportation, State of Oregon, 121
Transportation Bldg., Salem, OR 97310

The following is a claim on the Surety Bond of a Contractor engaged in a public works project and the following information is submitted in support of said claim:

1. The name of the undersigned claimant is: G. F. Webb, Inc.

2. The name of the person who ordered the labor and/or materials from claimant is: Hansen Electric, P. O. Box 1228, Coos Bay, OR 97420.

3. The name of the general contractor (contractor) on the project is: Hansen Electric, P. O. Box 1228, Coos Bay, OR 97420.

4. The work done, material furnished, or labor and material furnished for the public works project by claimant at the request of person named in Paragraph 2 is: Slab Sawing & Sealing.

5. The amount of the claim asserted by claimant against contractor for labor and/or materials furnished to the public works project is: $5,100.00 with interest thereon at 9% per annum from April 1, 1982, until paid.

6. The project on which general contractor has the contract and the name of the public body is: Contract #9332; Department of Transportation, Highway Division, John Day Hwy at SW 20th, Pendleton, OR 97801.

7. The bonding company (surety) who has bonded the performance of contractor and the payment of contractor's obligations on the public works project mentioned above is: Union Indemnity Co., c/o Northwest Bonding Co., P. O. Box 1448, Beaverton, OR 97075; Attention: Dennis Gilbert.

Claimant claims against the bond taken from the contractor as principal and the bonding company (surety) as surety for the sum of $5,100.00 with interest thereon at 9% the legal rate in Oregon from April 1, 1982 until paid, the date when all sums became due and payable the above described bond being taken for the said work of construction of the public improvement or project listed in paragraph 6 above.

Dated this 4 day of July, 1982.

G. F. Webb, Claimant

By ______________________________
Gary F. Webb, President

RECEIVED
JUL 2 3 1982
[illegible]

9332

CL-82-142

2.

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 19 1982
NORMA PAULUS
SECRETARY OF STATE

July 16, 1982

FILED
JUL 19 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9332

Kottkamp & O'Rourke
Attorneys at Law
P. O. Box 490
Pendleton, OR 97801

Attention: Stephen M. Bloom

Gentlemen:

This will acknowledge receipt of your letter of July 13, 1982, with attached invoices on behalf of Pacific Rock Products, Inc. indicating Hansen Electric Company owes them for trench work in the amount of $896.

The claim states this is in reference to the Hansen Electric Company Contract No. 9332 for traffic signals on the Pendleton-John Day Highway at S.W. 20th Street in Pendleton.

As you know, Union Indemnity Insurance Company furnished the bond on this contract. We will forward this claim to the Secretary of State for filing. We will also notify the surety and the contractor of the receipt of this filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

COPIED ON
8-24-82 dmc

R
JUL

js
cc: Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

July 13, 1982

Certified Mail
P319 948 788

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Bud Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: State Highway Contract
No. 9332 Bond No. UI31995

Dear Mr. Gormsen:

Our office represents Pacific Rock Products, Inc. of Pendleton, Oregon. Pacific Rock performed trench work on the above referenced contract at the request of Hansen Electric Company of Coos Bay, Oregon.

The total amount owed to Pacific Rock Products, Inc. is $896.00 and enclosed please find two invoices to Hansen Electric evidencing the amount still owed our client on this project.

Pacific Rock Products has been directly in contact with Hansen Electric. Although no problems or complaints have ever been mentioned with regards to the job that Pacific Rock Products performed, Hansen has informed our client that it is not able to pay. Our client was specifically told that it would have to file on Hansen's bond to be paid.

Demand is hereby made upon Hansen's bond. We are sending copies of this demand letter to the Bonding Company, Union Indemnity Insurance Company, through its agent, Northwest Bonding Company and to Hansen Electric.

Please contact us immediately if you require any additional information to process this claim against Hansen's bond.

Sincerely,

KOTTKAMP & O'ROURKE

By:

(attach to our yellow)
duplicate original

RECEIVED
JUL 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SMB:vm

cc: Northwest Bonding Company
P.O. Box 1448
Beaverton, Oregon 97075

Re: Union Indemnity Bond
No: UI31995

Hansen Electric
P.O. Box 1228
Coos Bay, Oregon 97420

Pendleton Rock Products, Inc.
3819 Westgate
Pendleton, Oregon 97801

RECEIVED
JUL 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONE:
(503) 276 - 9459

PLEASE PAY FROM THIS INVOICE.
ALPHA COPY

# PACIFIC ROCK PRODUCTS INC.

3819 Westgate • Pendleton, OR 97801

**REMIT TO:**
**PACIFIC ROCK PRODUCTS INC.**
Dept. #02035
P.O. Box C-34936
Seattle, WA 98124

| CUSTOMER ACCOUNT NUMBER |
|---|
| 16845 |

HANSON ELECTRIC COMPANY
P. O. BOX 1228
COOS BAY, OR 97420

7287

PLEASE DETACH HERE & RETURN UPPER PORTION WITH YOUR REMITTANCE. KEEP LOWER PORTION FOR YOUR RECORDS.

| TERMS | DATE | CUSTOMER ORDER NO. | W.O. NO. |
|---|---|---|---|
| NET 10TH | 4-30-82 | | 85603 |

| PROD. CODE | QUANTITY | DESCRIPTION | PRICE | CODE | AMOUNT |
|---|---|---|---|---|---|
| | | DIG OUT & PATCH TRENCHES AT S.W. 20TH - PENDLETON, OREGON - CONTRACT PRICE | | | 500.00**** |

A FINANCE CHARGE WILL BE IMPOSED ON PAST DUE ACCOUNTS. THE FINANCE CHARGE IS COMPUTED BY A "PERIODIC RATE" OF 1½ % PER MONTH, WHICH IS AN ANNUAL PERCENTAGE RATE OF 18 %.

**PACIFIC ROCK PRODUCTS INC.**
*Phone (503) 276-9459*
*Dept. #02035 • P.O. Box C - 34936 • Seattle, WA. 98124*

7287

RECEIVED
JUL 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONE:
503) 276 - 9459

## PACIFIC ROCK PRODUCTS INC.

3819 Westgate • Pendleton, OR 97801

PLEASE PAY FROM THIS INVOICE.
ALPHA COPY

**REMIT TO:**
**PACIFIC ROCK PRODUCTS INC.**
Dept. #02035
P.O. Box C-34936
Seattle, WA 98124

| CUSTOMER ACCOUNT NUMBER |
|---|
| 16845 |

HANSEN ELECTRIC COMPANY
P. O. BOX 1228
COOS BAY, OR 97420

7261

PLEASE DETACH HERE & RETURN UPPER PORTION WITH YOUR REMITTANCE. KEEP LOWER PORTION FOR YOUR RECORDS.

| TERMS | DATE | CUSTOMER ORDER NO. | W.O. NO. |
|---|---|---|---|
| NET 10TH | 2-25-82 | | 85603 |

| PROD. CODE | QUANTITY | DESCRIPTION | PRICE | CODE | AMOUNT |
|---|---|---|---|---|---|
| | 140 1/f | TRENCH PATCH WITH COLD MIX ON S.W. 20TH<br>EMIGRANT, PENDLETON, AS PER CONTRACT | | | 396.00 |

A FINANCE CHARGE WILL BE IMPOSED ON PAST DUE ACCOUNTS. THE FINANCE CHARGE IS COMPUTED BY A "PERIODIC RATE" OF 1½% PER MONTH, WHICH IS AN ANNUAL PERCENTAGE RATE OF 18%

**PACIFIC ROCK PRODUCTS INC.**
Phone (503) 276-9459
Dept. #02035 • P.O. Box C-34936 • Seattle, WA. 98124

7261

RECEIVED
JUL 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9332

L.

July 16, 1982

G. F. Webb, Inc.
P. O. Box 1436
Vancouver, WA 98668

CON 5
#9332

Attention: L. J. Pointer

Gentlemen:

The information you requested in your letter of July 2, 1982, concerning Hansen Electric Company's Contract No. 9332 for traffic signals on the Pendleton-John Day Highway at S.W. 20th Street in Pendleton is shown below.

The surety's home office is Union Indemnity Insurance Company, 260 Madison Avenue, New York, NY 10016. However, all correspondence pertaining to this contract we have been sending to Northwest Bonding Company, Attention: Dennis V. Gilbert, P. O. Box 1448, Beaverton, OR 97075.

Please advise 121 Transportation Building, Salem, OR 97310 if you wish to file a claim against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

GF-WE-BI 230RI

**G. F. WEBB, INC.**
P. O. Box 1436 - Vancouver, WA 98668
(206) 695-1537 (503) 289-8227

July 2, 1982

Oregon State Highway Division
Department of Transportation
Salem, Oregon 97310

Attention: Contract Accounting

Reference: OSHD Contract No. 9332
John Day Highway & S.W. 20th
Pendleton, Oregon

Gentlemen:

We have not been paid on the reference project for work we completed as Hansen Electric's subcontractor. Our billing todate is $5,176.50. Would you please furnish us the name of Hansen Electric's bonding company on this project. If we do not get paid by Hansen, we will file suit against Oregon State Highway Department.

Please advise.

Sincerely,

G. F. WEBB INC.

L Pointer

L. J. Pointer

RECEIVED
JUL 9 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LJP/m

NOTED
F. R. GRIFFIN

RECEIVED
JUL 7 - 1982
HIGHWAY ACCOUNTING

CORE DRILLING • SLAB SAWING • WALL SAWING • WATERPROOFING • CONCRETE • EPOXY

9332 CL-82-93

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAY 20 1982
NORMA PAULUS
SECRETARY OF STATE

May 18, 1982

IN REPLY REFER TO
Con 9332

FILED
MAY 20 1982
NORMA PAULUS
SECRETARY OF STATE

[redacted]
7002 - 220th St., S.W.
Mountlake Terrace, WA 98043

Attention: Bruce R. Culver

Gentlemen:

This will acknowledge receipt of your Notice dated May 12, 1982, indicating that you have a claim against [redacted] Company for traffic signal equipment in the amount of [redacted] plus $1,500 as attorney fees and $500 to defray costs.

The claim states this is in reference to the Hansen Electric Company Contract No. 9332 for traffic signals on the Pendleton-John Day Highway at S.W. 20th Street in Pendleton. The Union Indemnity Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. [redacted]
COMMISSION SERVICES

NOTED ON CARD
JS
5/24/82

js
cc: Hansen Electric Company
1127 S. Broadway
Coos Bay, OR 97420

Northwest Bonding Company
Attention: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

RECEIVED

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

Date: May 12, 1982

TO: Department of Transportation
State of Oregon
Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

CERTIFIED
P 297 372 036
MAIL

**NOTICE IS HEREBY GIVEN** That the undersigned

Safety Signal Systems, Inc., has a claim in the sum
(claimant)

of Fourteen Thousand, Thirty-Three and 84/100 - - - - - - - - dollars against

Hansen Electric Co., P.O. Box 1135, Coos Bay, OR and against the bond
(contractor)

taken from ______________________ for the work of
(surety)

Pendleton/John Day Hwy at SW 20th St. (Pendleton)

______________________
(description of work for which bond was taken)

Contract No. 9332 Said claim is for Traffic Signal Equipment

______________________

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of One Thousand, Five Hundred dollars as an Attorneys fee, and the sum of Five Hundred dollars to defray costs of said action.

Safety Signal Systems, Inc.
By Bruce R. Culver
Address 7002 220th SW, Mountlake Terrace, WA 98043

Subscribed and sworn to before me this 12th day of May, 1982

Jeanette C. Stumpf
Notary Public in and for the State of Washington, residing at Lynnwood, WA, Snohomish Co.

______________________

Filed ______________________

CC: Job File OR-314

9332

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | te |
| MONTHLY TRANSACTION NUMBER<br>H-133 | | Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla |
| MODIFICATION NUMBER<br>1 | 4-21-82 | Project Number<br>HES-30(6) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 24 , 19 80 ,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 74,131.00 | $ 79,365.00 |
| Federal funds | $ 66,717.00 | $ 74,128.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April , 1982 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Program Management Engineer
*(Title)*

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By ________________

________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 8, 1982

Federal-Aid Project
No. HES-30(6)

Pendleton/John Day Highway @ S.W. 2nd St. (Pendleton)
Pendleton-John Day Highway
Umatilla County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 5,600.00 |

Type Code Y031
Traffic Signals

| | |
|---|---|
| Subtotal of previous estimate of August 12, 1981 | $59,852.60 |

Previous Estimate

| | | | |
|---|---|---|---|
| Flagman | 40 Hr. | 20.00 | $ 800.00 |
| Sidewalk Ramps | 4 Each | 650.00 | 2,600.00 |
| | | | $ 3,400.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Flagman | 149 Hr. | 20.00 | $ 2,980.00 |
| Sidewalk Ramps | 5 Each | 650.00 | 3,250.00 |
| Traffic Signal Install Revision | | All Required | 1,461.38 |
| | | | $ 7,691.38 |
| | | Increase | 4,291.38 |
| | | Subtotal | 64,143.99 |
| | | Engineering | 7,696.01 |
| | | Engineer (Signal Control Testing) | 1,925.00 |
| | | TOTAL | $73,765.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 5,600.00 | $ 5,040.00 | $ 560.00 |
| Traffic Signals | 73,765.00 | 69,088.00 | 4,677.00 |
| | $79,365.00 | $74,128.00 | $ 5,237.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9332 |
| Prefix: | 30-1964 |
| Prefix: | 30-1077 |

9332

L.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>8-115 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | te<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla |
| MODIFICATION NUMBER<br>1 | 8-19-81 | Project Number<br>HES-30(6) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 24, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 5,200.00 | $ 74,131.00 |
| Federal funds | $ 4,680.00 | $ 66,717.00 |
| Other revisions | | |

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

PM

Gen. File

Oregon State Highway Division
Salem, Oregon, August 12, 1981

Federal Aid Project
No. HES-30(6)

Pendleton/John Day Highway at
S.W. 2nd St. (Pendleton)
Pendleton-John Day Highway
Umatilla County

Revised Project Agreement Estimate

Type Code PE

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 5,600.00 |

Type Code Y031
Traffic Signal

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 850.00 |
| Temporary Signs | 179 Sq.Ft. | 5.40 | 966.60 |
| Flagmen | 40 Hour | 20.00 | 800.00 |
| Sidewalk Ramps | 4 Each | 650.00 | 2,600.00 |
| Traffic Signal Installation, Complete | All Required | | 53,336.00 |
| | | | $ 58,552.60 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,000.00 |
| State Furnished Software Program | All Required | 300.00 |
| | | $ 1,300.00 |

| | |
|---|---|
| Subtotal | $ 59,852.60 |
| Engineering | 6,753.40 |
| Engineering (Signal Controller Testing) | 1,925.00 |
| | $ 68,531.00 |

Summary of Funds (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 5,600 | $ 5,040 | $ 560 |
| Traffic Signal | 68,531 | 61,677 | 6,854 |
| Total | $74,131 | $66,717 | $7,414 |

Group 1 - 100%
Contract No.9332
Prefix 30-1964
Prefix 30-1077

STATE COPY OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
|---|---|---|
| 9-196 | **FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla |
|  | 9-24-80 | Project No.<br>HES-30(6) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pendleton-John Day Hwy. @ S.W. 20th Ave. (Pendleton)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) |  |  |
| PRELIMINARY ENGINEERING | 7-1-80 | 0.00 |
| RIGHTS-OF-WAY |  |  |
| CONSTRUCTION |  |  |

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 5,200.00 | $ 4,680.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

XX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator 9-24-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

6-File

Oregon State Highway Division
Salem, Oregon September 18, 1980

Federal Aid Project
No. HES-30(6)

Pendleton-John Day Hwy. @ S.W. 20th Ave. (Pendleton) Sec.
Umatilla County

## PROJECT AGREEMENT ESTIMATE

| | | |
|---|---|---|
| Type Code PE<br>Preliminary Engineering | All Required | $5,200.00 |
| | | $5,200.00 |

Length of Project -------------------- 0.0 miles

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 5,200.00 | $ 4,680.00 | $ 520.00 |
| Retained in Program Status | | | |
| Traffic Signal | 54,800.00 | 49,320.00 | 5,480.00 |
| TOTAL | $60,000.00 | $54,000.00 | $6,000.00 |

| | |
|---|---|
| Group 1 | 100% |
| Prefix | 30-1964 |

9332 L.

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pendleton-John Day Hwy @ S.W. 20th St.

WEEK ENDING: March 20, 1982

SECTION PREFIX: 30-1077

HIGHWAY: Pendleton-John Day

COUNTY: Umatilla

NAME OF JOB:

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 9332

FEDERAL AID PROJECT NUMBER: HES-30(6)

DATE OF CONTRACT: August 12, 1981

DATE WORK STARTED: Jan. 12, 1982

ESTIMATED COMPLETION DATE: March 4, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 190

CALENDAR DAYS USED: 192

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $70,735.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $64,557.59

ENGINEERING AUTHORIZATION: $6,177.76

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $65,572.18

ENGINEERING COST TO DATE: $6,177.76

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 9 %

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: March 9, 1982

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 14 | | 0 | | |
| MONDAY 15 | | 0 | | |
| TUESDAY 16 | | 0 | | |
| WEDNESDAY 17 | | 0 | | |
| THURSDAY 18 | | 0 | | |
| FRIDAY 19 | | 0 | | |
| SATURDAY 20 | | 0 | | |

RECEIVED
MAR 22 1982
CONSTRUCTION BRANCH

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 14 | |
| MONDAY 15 | |
| TUESDAY 16 | |
| WEDNESDAY 17 | |
| THURSDAY 18 | |
| FRIDAY 19 | |
| SATURDAY 20 | |

## REMARKS

Semi-final will be submitted around April 1, 1982

SIGNED H.N. Van Cleave, P.M. LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9832

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-1-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-30(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00106

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Primary 30

9. STATE ROUTE NUMBER Primary 28

10. GENERAL LOCATION:
Pendleton - John Day Highway at SW 20th Avenue (Pendleton) Section

11. GENERAL DESCRIPTION OF WORK
1 traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping $1,000
State Furnished soft ware $300

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $84,170 Federal Funds $75,753.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR

7/10

14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9332

2

May 14, 1981

City of Pendleton
City Hall
Pendleton, OR 97801

AGR 6

Attention: Duane Cole
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7466

Gentlemen:

Attached for your records is a fully executed copy of an agreement for traffic signal equipment on the Pendleton-John Day Highway at S. W. 20th Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

9332 2.

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: D. E. Swan
Operation Programming Engineer

DATE: April 29, 1981

Roger C Lang
FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Misc. Contracts and Agreements No. 7466
Construction/Finance Agreement
Traffic Signal Installation
Pendleton-John Day Hwy., at S.W. 20th St.

Enclosed are three copies of Agreement 7466 concerning construction/finance of traffic signal installation , Pendleton-John Day Hwy., at S.W. 20th St in Pendleton. The agreements have been properly signed by the City Council and City Recorder and are recommended for approval by the Region Engineer. Also enclosed is Resolution No. 1179 authorizing the Mayor and City Recorder to execute the agreement.

Please take the necessary action to obtain final approval by the State Highway Engineer.

vt
cc: Gerald Odman
Rudy Enbysk

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 1 1981
REFERRED TO ______
FOR ______
FILE: PM FA LG.

9332

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-1-80

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M[illegible]30(6)

STATE PROJECT NO.: See below

PROGRAM NO.:

ITEM NO.: 00106

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. R. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
JUL - 7 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-7

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 7-1-80

FEDERAL ROUTE NUMBER: Primary 30

STATE ROUTE NUMBER: Primary 28

GENERAL LOCATION:

Pendleton-John Day Highway at S. W. 20th Ave. (Pendleton) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $5,200 - FF $4,680
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-18-80 I concur that timesaving procedures enumerated in FHPM 8-2-3 are applicable and also concur that it falls under the Statewide Catagorical Exclusion approved 2-25-80.

DATE: 7-1-80

SIGNATURE OF APPROVING OFFICIAL: G.K. H[illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-855

9332

~~[illegible]~~

~~G.R.~~ 2
~~[illegible]~~ 1
~~[illegible]~~ 1
File

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 16, 1980

In Reply Refer to
File No.:
PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

NOTED
GLEN L. CLARK

NOTED
L. E. GEORGE

SUBJECT: Program Data Submission
Item No. 00106
Project No. HES-30 (6)
Pendleton-John Day Hwy. @ S.W. 20th Ave. (Pendleton) Sec.
Umatilla County

Attached data consists of PR-1 forms with project maps, authority for survey, Narrative Report, collision diagrams, signal warrants, pictures and sketch map.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the statewide categorical exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval for the project at an estimated total cost of $5,200 with an obligation of $4,680 in Federal Funds.

NOTED
W.R. ZIPPES

This project does not appear on the Urban Project Priority List, however, it would be ranked at 190th on that list.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

DRH:bke
Attachments

cc: L.E. George
W.E. Schwartz (Region 5)

NOTED
DWAYNE HOFSTETTER

RECEIVED
JUN 17 1980
TRAFFIC ENGINEERING

NOTED
RICHARD BLADORN

B

Form 734-3122

9332

File No. PRO 6-1 File
Rd. No. ______ M.P. ______
City of ______
Streets ______
Rural ______ Urban ______

Highway - Traffic 378-6537

D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

June 6, 1980

L. E. George
Traffic Engineer

Proposed Project
Title II, Hazard Elimination Program
Pendleton-John Day Highway at SW 20th Avenue (Pendleton)

Attached is program data for a proposed traffic signal installation project at the subject location.

This section of highway does not appear on the Urban Project Priority List submitted to the FHWA but by computation would achieve a ranking of 190 on that list. The proposal has a favorable benefit/cost ratio and was approved by the State Highway Engineer under delegated authority on June 3, 1980.

The project needs to be added to the PMS and to the Six-Year Program.

Please program the project with the FHWA at an estimated cost of $60,000 including $5,200 for preliminary engineering.

Suggested bid opening date is January 1981.

NOTED
W. R. ZI[illegible]ES

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

NOTED
RICHARD BLADORN

RHB:jrb

Attachment

cc: F. E. Terpin
G. A. Potter
W. E. Schwartz

NOTED
GLEN L. CLARK

NOTED
DWAYNE HOFSTETTER

B

9332

2

PRO 6

**STATE OF OREGON**
**HIGHWAY - TRAFFIC** 378-6537

**INTEROFFICE MEMO**

**TO:** H. S. Coulter
State Highway Engineer

**DATE:** May 19, 1980

**FROM:** L. E. George
Traffic Engineer

MISC. CONTRACTS and
AGREEMENTS No. 7466

**SUBJECT:** Proposed Title II Project

A project has been requested to install a three-phase traffic signal on the Pendleton-John Day Highway at SW 20th Street in the City of Pendleton.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | Pendleton-John Day Highway at SW 20th Street | $60,000 | $54,000 | $6,000 |

The project has been investigated and is eligible for funding under Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. George
Traffic Engineer

RHB:jrb

Attachment

APPROVED BY:

H S Coulter
State Highway Engineer

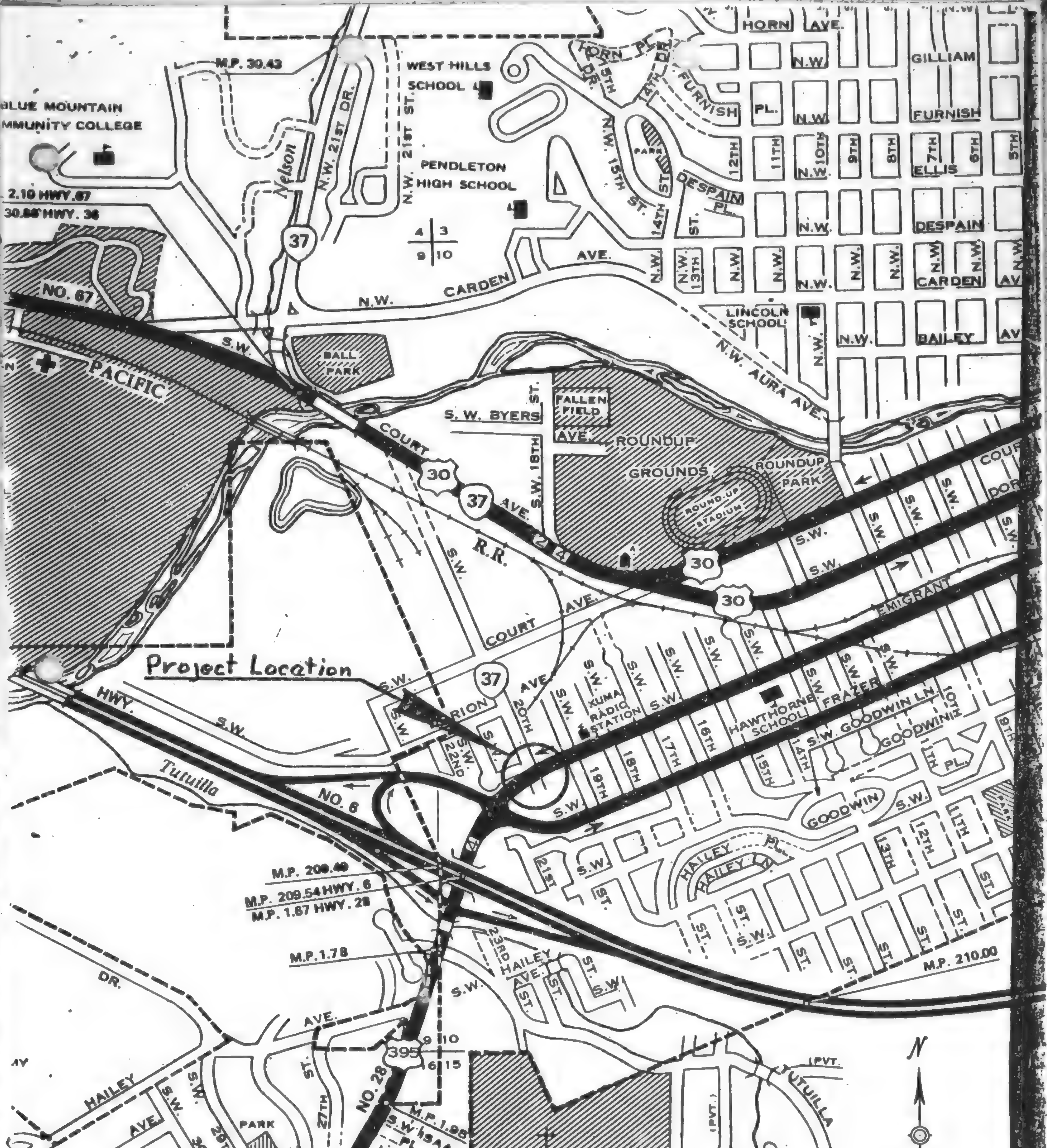
DATE: 6-3-80

6/4 · to Commission
orig
cy Traffic
file

[illegible] 6-5-80
[illegible] date shown as 5-9-80
[illegible] to
[illegible]

Contains
Recycled
Materials
81-125-1387

SP*78401-125


Project Location
BLUE MOUNTAIN
MMUNITY COLLEGE
2.10 HWY. 67
30.86 HWY. 36
M.P. 30.43
WEST HILLS
SCHOOL
PENDLETON
HIGH SCHOOL
N.W. 21ST DR.
N.W. 21ST ST.
Nelson
37
NO. 67
PACIFIC
N.W. CARDEN AVE.
BALL PARK
S.W. BYERS AVE.
FALLEN FIELD
ROUNDUP GROUNDS
ROUNDUP PARK
ROUND-UP STADIUM
S.W. 18TH ST.
COURT AVE.
30
R.R.
HORN AVE.
TORN PL.
FURNISH PL.
GILLIAM
FURNISH
ELLIS
DESPAIN
DESPAIN PL.
CARDEN AVE.
BAILEY AVE.
LINCOLN SCHOOL
N.W. AURA AVE.
PARK
EMIGRANT
COURT
DOR
HWY.
Tutuilla
NO. 6
S.W. MARION AVE.
20TH
S.W. 22ND
KUMA RADIO STATION
HAWTHORNE SCHOOL
FRAZER
S.W. GOODWIN LN.
GOODWIN PL.
HAILEY PL.
HAILEY LN.
M.P. 209.40
M.P. 209.54 HWY. 6
M.P. 1.67 HWY. 28
M.P. 1.78
M.P. 210.00
23RD
HAILEY AVE.
DR.
AVE.
HAILEY AVE.
PARK
NO. 28
HWY. S.W. 27TH ST.
395
9 | 10
16 | 15
4 | 3
9 | 10
M.P. 1.98
S.W. ISAAC
S.W. 26TH PL.
EQUA. M.P. 2.02 - M.P. 2.10
SEXTON OLNEY CEMETERY
S.W. 25TH ST.
S.W. LADOW AVE.
KIRK AVE.
JAY
LADOW AVE.
TUTUILLA
Creek
(PVT.)
N
PENDLETON

1981 U.S. Hwy. 97-U.S. Hwy. 26 9333
Sec. of FAS B400 (Adams Dr.)
(Paving)

dda ~~4535~~ 8-9-79, 10-17-80
7087

9333

HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

| | | | | |
|---|---|---|---|---|
| DATE<br>1-11-84 | PURCHASE ORDER NUMBER | ☐ PARTIAL ☒ FINAL | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER<br>CA 2397 |

CODE

BILL TO:

Jefferson County
Courthouse
Madras, Oregon 97741

CREDIT DISTRIBUTION

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
JAN 20 1984
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

Final Settlement on RS-B400(1), U.S. Hwy. 97-U.S. Hwy. 26 (Madras)
Section agreement #9333

| | TOTAL |
|---|---|
| FHWA Participating Cost: | |
| Preliminary Engineering (State) | $ 30,601.95 |
| Preliminary Engineering (Jefferson County) | 4,444.33 |
| Final Contract Payment | 253,746.57 |
| Striping | 1,557.10 |
| Construction Engineering | 13,449.17 |
| Audit Expense | 1,076.48 |
| Total Participating Project Cost | 304,875.60 |
| Less: Federal Share | (268,747.84) |
| Plus: Non Participating Interest | 200.47 |
| Plus: Non Participating Work by Jefferson Co. | 19,863.21 |
| Less: State of Oregon Share of Project Cost | ( 37,927.09) |
| Less: Advance Deposit Jefferson Co. | ( 22,940.00) |
| Refund Due Jefferson County | 4,675.65 |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Diane Galida PH: 378-5035 FOR CORRECTNESS OF CHARGES
OR ____ PH: ____ PREPARER OF INVOICE
Account # JeFerco #2598

| | |
|---|---|
| Advance Deposit Amount | $ 2,540.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 1,840.00 |
| Balance | $ 700.00 |
| Transfer to Highway Fund | $ -0- |
| Refund Due | $ 700.00 |

AMOUNT DUE $

SUBMITTED BY
Diane Galida
Diane Galida

APPROVED BY

734-1101 (9-81)

HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 1/11/84

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

CODE

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA 2400

CREDIT DISTRIBUTION

**BILL TO:**

Jefferson County
Courthouse
Madras, Oregon 97741

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | TOTAL |
|---|---|
| Final Settlement on RS-B400(1), U.S. Hwy. -U.S. Hwy. 26 (Madras)<br>Section agreement #9333 | |
| FHWA Participating Cost: | |
| Preliminary Engineering (State) | $ 30,601.95 |
| Preliminary Engineering (Jefferson County) | 4,444.33 |
| Final Contract Payment | 253,746.57 |
| Striping | 1,557.10 |
| Construction Engineering | 13,449.17 |
| Audit Expense | 1,076.48 |
| Total Participating Project Cost | 304,875.60 |
| Less: Federal Share | (268,747.84) |
| Plus: Non Participating Interest | 200.47 |
| Plus: Non Participating work by Jefferson Co. | 19,863.21 |
| Less: State of Oregon Share of Project Cost | ( 37,927.09) |
| Less: Advance Deposit Jefferson Co. | ( 22,940.00) |
| Refund Due Jefferson County | $ 4,675.65 |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Diane Galida PH: 378-5035 FOR CORRECTNESS OF CHARGES

OR ________ PH: ________ PREPARER OF INVOICE

JeFerco #3067

| | |
|---|---|
| Advance Deposit Amount | $ 20,400.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 17,400.00 |
| Balance | $ 3,000.00 |
| Transfer to Highway Fund | $ -0- |
| Refund Due | $ 3,000.00 |

AMOUNT DUE $

SUBMITTED BY
Diane Galida
Diane Galida

APPROVED BY
V.E.

734-1191 (9-81)

Form 81-734-1066

Date 1/11/84

Invoice No.

P.O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Jefferson County
Courthouse
Madras, Oregon 97741

Crew No.

Final Settlement on RRS-B400(1), U.S. Hwy. 97 - US Hwy 26 Madras

| | |
|---|---|
| Refund due Jefferson County | $ 4,675.65 |
| Less: Amount from Advance Deposit #2598 | (700.00) |
| Less: Amount from Advance Deposit #3067 | (3,000.00) |
| Refund Due from Highway Fund | $ 975.65 |

Vernon E. Strang
Designated Authority

9890 321.00 102.00

-9333

File copy

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE 12-28-83

COUNTY: Jefferson AGREEMENT NO: 7087 PROJECT NO: RS-B400(1)

CONTRACT NO: 9333 SECTION: US Hwy. 97-US Hwy. 26

P.E.:

| | | |
|---|---|---|
| County | (Fed. Part.) | $ 31,678.43 |
| State | | 4,444.33 |
| | | $ 36,122.76 |

The remaining $19,863.21 PE costs are non-participating. However, I interpret from the file correspondence that $4,675.65 is County responsibility and the remaining $15,187.56 is State costs.

Federal Funds collected for PE $31,842.21

Construction:

| | | |
|---|---|---|
| Payment to Contractor | (Fed. Part.) | $ 253,746.57 |
| SFO #1 Striping | | 1,557.10 |
| Engineering | | 13,449.17 |
| | | $ 268,752.84 |

Payment to Contractor (Non-Part.) $ 200.47

Federal Funds collected for Construction $ 236,905.63

County's share of project cost is as follows:

1/2($36,122.76-$31,842.21+268,752.84-$236,905.63)+4,675.65+200.47=$22,940.00

Less previous advance deposits:

| | |
|---|---|
| P.E. (3-18-80) | (2,540) |
| P.E. & Const. (8-19-81) | (20,400) |
| BALANCE | 0 |

NO REFUND OR DEPOSIT REQUIRED OF COUNTY

RLD:bkb

9333

516-1976
516-1051

ORIGINAL

10-21-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-B400(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 11/8/79 To: 5/18/83

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $268,953.31<br>55,985.97 | $268,752.84<br>36,122.76 | 88.15%<br>88.15% | $236,905.63<br>31,842.21 | $236,905.63<br>31,842.21 | $ 0.00<br>0.00 |
| $324,939.28 | $304,875.60 | 88.15% | $268,747.84 | $268,747.84 | $ 0.00 |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* ____________ 10/21/83

Controller *Authorized Officer* *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $ ____________

*Amount Approved* $ ____________

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

**STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT**

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | U.S. Hwy. 97-U.S. Hwy. 26(Madras) Section<br>County Road in Jefferson County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | Jefferson County (Work by) | All Required | | | $ 30,601.95 | |
| | State | All Required | | | 4,444.33 | |
| | Total Participating Project Cost | | | | $ 35,046.28 | PE |
| | Construction | | | | | |
| | Type Code 5221 | | | | | |
| | Paving (Sta. 0+00 To Sta. 145+20) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 253,746.57 | |
| SFO | #1 Permanent Pavement Striping (State) | All Required | | | 1,557.10 | |
| | Total Participating Construction | | | | $255,303.67 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 13,449.17 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense (P.E.) | All Required | | | 1,076.48 | PE |
| | | | | | $304,875.60 | |
| | Nonparticipating Project Cost | | | | | |
| | Work by Jefferson County (P.E.) | All Required | | | $ 19,863.21 | PE |
| | Interest on Final Payments | All Required | | | 200.47 | |
| | Total Nonparticipating Project Cost | | | | $ 20,063.68 | |
| | Total Project Cost | | | | $324,939.28 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 10/27/83. | | | | | |

AMOUNT CARRIED FORWARD

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   OCTOBER 1983        PAGE  949
                                                                              FISCAL          GRAND TOTAL
     DESCRIPTION             PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE

JACKSON CO PVMT MRKG PROJ   CONT NO      * FA PROJ NOS PMS 00?S103 100                                      STATE
                               515   1989    296    00 N 9                                   1,945.07CR
                               515   1989    298    00 N 9                                   1,945.07
                               515   1989    901    00 P 1                                      64.22
                               515   1989    905    00 P 1                                   1,117.32
                               515   1989    920    00 P 1                                      72.61
                               515   1989    921    00 P 1                                     690.92
                                             TOT       P1                                    1,945.07
                                       ** JOB TOTALS **             **              **       1,945.07  **

AGATE RD @ AVE G(WHITE CY)  CONT NO        FA PROJ NOS HES A361002 100                                      STATE
                               515   1998    296    00 N 9                         20          197.99CR
                               515   1998    298    00 N 9                         20CR        197.99
                               515   1998    905    00 P 1                                     130.25
                               515   1998    913    00 P 1                                       5.12
                               515   1998    920    00 P 1                                      84.62
                                             TOT       P1                                      219.99
                                       ** JOB TOTALS **             **              **         219.99  **

US HIGHWY 97-US HIGHWY 26   CONT NO      * FA PROJ NOS RS  B400001 100                                      STATE
                               516   1976    296    00 N 9                    17,286.11     33,466.76CR
                               516   1976    297    00 N 9                                   1,840.00
                               516   1976    298    00 N 9                    17,286.11CR   31,626.76
                               516   1976    901    00 P 1                                   1,042.03
                               516   1976    903    00 P 1   19,863.21CR      19,863.21CR   30,601.95
                               516   1976    903    00 N 1 consultant   19,863.21   19,863.21   19,863.21
                               516   1976    905    00 P 1 Final Design                        675.16
                               516   1976    910    00 P 1 Soils                             1,551.43
                               516   1976    911    00 P 1 Signing                             306.17
                               516   1976    915    00 P 1 Audit   102.66      244.42        1,076.48
                               516   1976    920    00 P 1 Project mngt                         64.17
                               516   1976    921    00 P 1 Spec's                              693.13
                               516   1976    922    00 P 1 Administrative Ser.                  10.51
                               516   1976    923    00 P 1 Environmental                       101.73
                                             TOT       P1    19,760.55CR      19,618.79CR   36,122.76
                                             TOT       N1    19,863.21        19,863.21     19,863.21
                                       ** JOB TOTALS **          102.66  **       244.42  **  55,985.97  **

JEFF CO PAVEMENT MARKING 2  CONT NO      * FA PROJ NOS PMS 000S098 100                                      STATE
                               516   1979    296    00 N 9                                     100.00CR
                               516   1979    298    00 N 9                                     100.00
                               516   1979    905    00 P 1                                      90.19
                               516   1979    920    00 P 1                                      43.47
                                             TOT       P1                                      133.66
                                       ** JOB TOTALS **             **              **         133.66  **
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

OCTOBER 1983

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | END |
|---|---|---|---|---|---|---|---|---|---|
| | CONT NO | | FA PROJ NOS | | | | | STATE | |
| | 515 | 1075 | 296 | 00 N 9 | | | 4,902.96CR | 81 | 81 |
| | 515 | 1075 | 29? | 00 N 9 | | | 4,902.96 | 81 | 81 |
| | | | ** JOB TOTALS ** | | ** | ** | ** | | |
| | CONT NO | | FA PROJ NOS | | | | | STATE | |
| | 515 | 1076 | 296 | 00 N 9 | | | 4,711.12CR | 81 | 81 |
| | 515 | 1076 | 299 | 00 N 9 | | | 4 711.12 | 81 | 81 |
| | | | ** JOB TOTALS ** | | ** | ** | ** | | |
| | | | | | | | | STATE | |
| US HWY 97-US HWY 26 | CONT NO 9333 * FA PROJ NOS RS B400001 100 | | | | | | 253,746.57 | 81 | 82 |
| | 516 | 1051 | 201 | 00 P 1 Contractor. | | | 200.47 | 82 | 82 |
| | 516 | 1051 | 205 | 00 N 1 Interest | | | 1,557.10 | 91 | 82 |
| | 516 | 1051 | 270 | 01 P 1 State - Striping | | | 254,?05.63CR | 81 | 83 |
| | 516 | 1051 | 296 | 00 N 9 | | 223.31 | 17,400.00 | 82 | 82 |
| | 516 | 1051 | [illegible] | 00 N 6 | | | | | |
| | 516 | 1051 | 297 | 00 N 9 | | 223.31CR | 236,905.63 | 81 | 83 |
| | 516 | 1051 | 298 | 00 N 9 | | | 8,229.64 | 81 | 92 |
| | 516 | 1051 | 900 | 00 P 1 Eng. | 102.66CR | | | 83 | 83 |
| | 516 | 1051 | 915 | 00 P 1 | | | 43.71 | 81 | 32 |
| | 516 | 1051 | 920 | 00 P 1 Proj. Mngt | | | 2,803.50 | 81 | 82 |
| | 516 | 1051 | 940 | 00 P 1 Lab | | | 353.81 | 91 | 82 |
| | 516 | 1051 | 944 | 00 P 1 Tech. Serv | | | 466.82 | 31 | 82 |
| | 516 | 1051 | 945 | 00 P 1 Const. B. | | | 1,378.05 | 81 | 82 |
| | 516 | 1051 | 946 | 00 P 1 Region Eng. Off | | | 173.64 | 83 | 83 |
| | 516 | 1051 | 948 | 00 P 1 General | | | 268,75?.84 | | |
| | | | TOT | P 1 | 102.66CP | | 200.47 | | |
| | | | TOT | N | | | | | |
| | | | ** JOB TOTALS ** | | 102.66CR** | ** | 268,953.31 ** | | |
| | | | | | | | | STATE | |
| APPLEGATE RV BR SECTION | CONT NO 8919 * FA PROJ NOS RS A323001 100 | | | | | | 966,94?.55 | 79 | 81 |
| | 517 | 1003 | 201 | 00 P 1 | | | 4,875.00 | 81 | 81 |
| | 517 | 1003 | 2?1 | 00 N 1 | | | 60,762.00CR | 80 | 83 |
| | 517 | 1003 | 203 | 0? P 1 | | | 738.00CR | 83 | 83 |
| | 517 | 1003 | 2?3 | 00 N 1 | | | 2.00 | 81 | 81 |
| | 517 | 1003 | 206 | 00 N 1 | | | 758.00 | 82 | 82 |
| | 517 | 1003 | 220 | 02 F 1 | | | 283.53 | 81 | 81 |
| | 517 | 1003 | 270 | 01 1 | | | 367.25 | 82 | 82 |
| | 517 | 1003 | 286 | 03 P 1 | | | 50.75 | 82 | 82 |
| | 517 | 1003 | 786 | 0 N 1 | | 18,222.66CR | 974,790.33CR | 79 | 83 |
| | 517 | 1003 | 296 | 00 N ? | | 18,222.66 | 67,822.66 | 80 | 83 |
| | 517 | 1003 | 297 | 00 N ? | | | 906,967.?7 | 79 | 83 |
| | 517 | 1003 | 298 | 00 N 9 | | | 118,315.86 | 79 | 83 |
| | 517 | 1003 | 900 | 00 P 1 | | | 1,498.56 | 79 | 83 |
| | 517 | 1003 | 90? | 00 N 1 | | | 112.52 | 79 | 82 |
| | 517 | 1003 | 920 | ?0 P 1 | | | | | |

B02 075 BILLING NUMBER 19

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/01/83

| PREFIX | GRP FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 505-1934 | 1 | RS -A756-001 | 30,190.00 | 33,300.72 | 33,300.72 | 85.77 | 28,562.03 | 28,562.03 | 3,775.04 | |
| | | PROJ TOTALS | 581,778.00 | 682,706.24 | 680,803.39 | | 583,925.07 | 580,150.03 | | |
| 103-1903 | 1# | RS -A882-001 | 63,043.38 | 73,874.46 | 73,477.13 | 85.80 | 63,043.38 | 63,043.38 | | |
| 503-2523 | 1# | RS -A882-001 | 17,692.86 | 21,673.77 | 20,621.05 | 85.80 | 17,692.86 | 17,692.86 | | |
| | | PROJ TOTALS | 80,736.24 | 95,548.23 | 94,098.18 | | 80,736.24 | 80,736.24 | | |
| 103-1010 | 1# | RS -A882-002 | 955,560.49 | 1086,080.71 | 1084,016.44 | 88.15 | 955,560.49 | 955,560.49 | | |
| 518-1965 | 1# | RS -B303-001 | 9,563.69 | 10,985.82 | 10,845.65 | 88.18 | 9,563.69 | 9,563.69 | | |
| 518-1002 | 1# | RS -B303-002 | 282,590.37 | 320,578.99 | 320,578.98 | 88.15 | 282,590.37 | 282,590.37 | | |
| 518-1920 | 1 | RS -B319-001 | 300,300.00 | 278,404.50 | 275,371.76 | 85.80 | 236,268.97 | 233,409.80 | | 2,859.17 |
| 509-1910 | 1 | RS -B345-002 | 75,985.00 | 61,304.02 | 61,618.27 | 88.15 | 54,316.51 | 53,708.90 | | 607.61 |
| 509-1990 | 1 | RS -B349-001 | 15,860.00 | 1,652.13 | 1,652.13 | 85.77 | 1,417.03 | 1,417.03 | | |
| 509-1927 | 1 | RS -B349-002 | | | | 88.15 | | | | |
| 516-1051 | 1# | RS -B400-001 | 236,905.63 | 268,953.31 | 268,752.84 | 88.15 | 236,905.63 | 236,905.63 | | |
| 516-1976 | 1# | RS -B400-001 | 31,842.21 | 55,985.97 | 36,122.76 | 88.15 | 31,842.21 | 31,842.21 | | |
| | | PROJ TOTALS | 268,747.84 | 324,939.28 | 304,875.60 | | 268,747.84 | 268,747.84 | | |
| 533-1947 | 1 | RS -B417-001 | 29,970.00 | | | 88.15 | | | | |
| 528-1058 | 1 | RS -B440-001 | 61,086.00 | 61,542.15 | 61,492.59 | 88.15 | 54,205.72 | 54,205.72 | | |
| 528-1963 | 1 | RS -B440-001 | 3,348.00 | 2,519.15 | 2,519.15 | 88.15 | 2,220.63 | 2,220.63 | | |
| | | PROJ TOTALS | 64,434.00 | 64,061.30 | 64,011.74 | | 56,426.35 | 56,426.35 | | |
| 528-1057 | 1# | RS -B443-001 | 92,161.94 | 104,589.31 | 104,515.69 | 88.18 | 92,161.94 | 92,161.94 | | |
| 528-1961 | 1# | RS -B443-001 | 14,646.28 | 16,615.18 | 16,615.18 | 88.15 | 14,646.28 | 14,646.28 | | |
| | | PROJ TOTALS | 106,808.22 | 121,204.49 | 121,130.87 | | 106,808.22 | 106,808.22 | | |
| 513-1668 | 1 | RS -B474-001 | | 366.75 | 366.75 | 81.83 | 300.11 | | 300.11 A | |
| 513-1906 | 1 | RS -B474-001 | 1,636.00 | 384.48 | 384.48 | 81.83 | 314.62 | 314.62 | 300.11 | |
| | | PROJ TOTALS | 1,636.00 | 751.23 | 751.23 | | 614.73 | 314.62 | | |
| 523-1906 | 1 | RS -B498-001 | 23,624.00 | | | 88.15 | | | | |
| 523-1991 | 1# | RS -B500-002 | 50,586.56 | 57,462.39 | 57,367.39 | 88.18 | 50,586.56 | 50,586.56 | | |
| 523-1080 | 1 | RS -B600-003 | 273,180.00 | 291,553.36 | 291,104.84 | 88.18 | 256,696.25 | 256 662.64 | | 33.61 |
| 501-1971 | 1# | RS -B516-001 | 2,242.18 | 2,546.60 | 2,546.60 | 88.15 | 2,244.83 | 2,242.18 | 2.65 B | |

9333

U.S. Department of Transportation
**Federal Highway Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-B400(1), Adams Drive Engineering Charge (Mr. Skoog's ltr, 8-17-83)

Date: August 25, 1983

From: Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Skoog provided information concerning engineering charges on the subject project. This information was requested in my March 7, 1983 memorandum.

The logic and format used in determining eligible costs are reasonable. I concur in the engineering charges of $30,601.95 as being eligible for Federal-aid participation.

As mentioned in my March 7 memorandum, my decision is limited to this particular project and should not be considered as a precedent to be used on future projects. Also, your internal procedures should be strengthened to prevent recurrence.

G. K.
for Dale E. Wilken

cc:
OSHD (Mr Skoog, Controller)
OSHD (Mr Potter, Mgr, Pgm Sec)

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
AUG 26 '83
REFER TO Bothman
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | X |  |

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
RM 434 - PH 378-6578

In Reply Refer to
File No.: CON

August 17, 1983

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Bldg. - Suite 100
530 Center NE
Salem OR 97301

OREGON PROJECT RS-B400(1)
ADAMS DRIVE FASC-B400
JEFFERSON COUNTY
ENGINEERING CHARGES/PREFIX 516-1976
(Mr. Wilken's 3-2-83 Letter)

We request your concurrence that $30,601.95 is a reasonable amount for FHWA participation on costs incurred by Jefferson County. The following logic and format was utilized in determining the eligible costs.

> Logic - Typically, a survey crew consists of a transitman, a head chainman, a rear chainman, and a draftsman. Normally a transitman and a draftsman are classified as an Engineering Technician 2 (ET2); whereas, a head and rear chainman are classified as an Engineering Technician 1 (ET1).
>
> Since Jefferson County does not employ any engineering employes, the median salary range for an ET2 ($1,710) and an ET1 ($1,406) employed by Deschutes County were used in determining an equivalent hourly rate for Mr. Kerns' survey crew. The time distribution of the 2,365 man-hours was taken directly from the time reports for Mr. Kerns and his crew.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
[illegible] 1983 WA
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Local Programs
FOR ______

Form 734-3122

Format -

| NAME | DISTRIBUTION | HOURLY RATE | DIRECT LABOR |
|---|---|---|---|
| Kerns | 177.5 | $18.00 [1] | $ 3,195.00 |
| Baxter | 623.0 | 9.83 [2] | 6,124.09 |
| Butler | 82.0 | 9.83 [2] | 806.06 |
| Rasmussen | 576.5 | 8.08 [3] | 4,658.12 |
| Swan | 906.0 | 8.08 [3] | 7,320.48 |
| Totals | 2,365.0 | | 22,103.75 |
| Labor & Additives Rate | | | x 1.316 |
| Labor & Additives Cost | | | 29,088.54 |
| Other Eligible Costs [4] | | | 1,513.41 |
| Total Eligible Costs | | | $30,601.95 |

---

[1] In accordance with Mr. Wilken's March 7, 1983 memo.

[2] ($1,710 x 12 mos) ÷ 2,088 hours = $9.83

[3] ($1,406 x 12 mos) ÷ 2,088 hours = $8.08

[4] These non-labor direct costs include equipment, computer, and printing in the amounts of $787.50, $625.00, and $100.91, respectively, as referenced in Mr. Jones' audit work papers.

Vernon E. Skoog

Vernon E. Skoog
Controller

cc: Gary Potter
John Hagedorn

KLJ:njl

9333 4-5-83

RECEIVED
STATE HWY ENGR
MAY 19 '83
REFER TO
FOR
Info
Inv
R/D
D/R
Sign
Act
File

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

9333

REGION NO. 10
REPORT NO.
COUNTY: Jefferson
DIVISION: Oregon
DATE OF REPORT: April 5, 1983
REPORT MADE BY: David J. Stätz
PROJECT NO.: RS-B400(1)
COMPLETION DATE: September 29, 1981
ACCEPTANCE DATE BY CONTRACT AGENCY: March 19, 1982
TIME ELAPSED: 35 %
CONTRACT TIME: ~~[illegible]~~ 85 CD
APPROVED EXTENSIONS:
LOCATION: U.S. Hwy. 97-U.S. Hwy. 26 Section of FAS B400 (Adams Drive) south of Madras.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   Besides additional and incidental, work on this project involved construction of asphalt concrete pavement and approaches.

2. Contractor's Name: R. L. Coats

3. Contract Amount: $266,592.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title Constr. Engr.

A final inspection of the completed work was made on 10/1/81. Participation for County Engineering charges shall be in accordance with our letter of March 7, 1983 to OSHD.

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>D. B. Carter<br>D. B. Carter | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>5/18/83 | TITLE<br>Field Operations Engineer | DATE<br>5/18/83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9333

HIGHWAY DIVISION

March 31, 1983

John Hagedorn, Region 4
Federal Aid Specialist

Donald N.

Donald N. Harwell, County/City Coordinator
Program Section

Engineering Charges
Adams Drive, FAS-8400
US 97-US 26 Section
Prefix: 516-1976
Project No. RS-8400(1)
Jefferson County

Pursuant to our telephone conversation of yesterday and prior discussion and meetings on the subject construction of Adams Drive in Jefferson County, please find copies of various correspondence on the matter for your review and information.

Based on the attachments, and with reference to the March 7 (FHWA) "Memorandum", would you please contact Jefferson County (Judge Hershel Read) and determine a willingness for the State (OSHD) to review the records of Mr. Jeff Kerns, Surveyor, as they relate to the project on Adams Drive.

Please let me know if it is approved by Jefferson County and I will contact the auditor as to a date and time agreeable with Mr. Kerns.

Thank you for your efforts.

DNH:pf
Attachment

cc: Ken Johnson, OSHD Accounting

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9333

U.S. Department
of Transportation
**Federal Highway Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-B400(1)
Adams Drive, FASC-B400, Jefferson County
Engineering Charges
(Mr. Swan's ltr, 2-1-83

Date: March 7, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer

NOTED
H. S. COULTER

We have reviewed Mr. Swan's transmittal requesting our concurrence in all engineering costs incurred during the period of January 1, 1980 through March 31, 1981 for the Adams Drive project.

Based on the information submitted, we concur that the work was performed under the authority of a public agency, and we will consider it eligible for Federal-aid participation. However, since non-public employees were used for some of the work without our knowledge or prior approval - and since no specific rate was set for Mr. Kerns - our participation is limited to an hourly rate of $18.00 for Mr. Kerns, with the other crew members receiving an hourly rate equivalent to what Jefferson County employees would have received for the skill classification employed, with the total manhours limited to 2,365.

Payroll additives and any other supportable charges which would normally be eligible for public agency engineering services on Federal-aid projects are considered to be "participating" on this project at the County equivalent rates for these items.

This decision is limited to this particular circumstance and should not be considered precedent-setting. Your procedures should be strengthened to eliminate the possibility of this situation occurring on future projects.

✓ Please advise me of your determination of eligible costs, including wage rates and time distribution.

f Robert B. Holloway
Dale E. Wilken

cc:
OSHD (Mr Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO
Swan
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  | ✓ |

VICTOR ATIYEH
GOVERNOR

9333

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1983

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D E Swan
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Adams Drive, FAS-B400
US 97 - US 26 Section
Prefix: 516-1976
Project No. RS-B400(1)
Jefferson County

We request your concurrence that all costs incurred ($50,298.67) during the project period of January 1, 1980 to March 31, 1981 are participating. These costs pertain to the "preliminary engineering" charges for a five (5) man crew utilizing 2,365 man hours.

The surveyor in charge of the project is the elected Jefferson County Surveyor, Jeff Kerns, who performed the work with a survey crew from his private firm as "county personnel" were not available.

The Jefferson County Court, by Order No. 83-82, authorized Jeff Kerns to do this type of work as surveyor, at a contractual salary on an hourly basis.

The concept and basis for payment has been approved by the Chief Counsel of ODOT.

Copies of supporting documentation is included for your review.

DNH: pf
Attachment

cc: Robert N. Bothman
Vern Skoog - ATTN: Ken Johnson
Jack Sollis

RECEIVED
FEB 2 1983
HIGHWAY ACCOUNTING

NOTED
F. R. GRIFFIN

Form 734-3122

9333

STATE OF OREGON
HIGHWAY DIVISION

**INTEROFFICE MEMO**

TO: FILES

DATE: January 14, 1983

FROM: Donald N. Harwell
County/City Coordinator

SUBJECT: Adams Drive, FAS-B400
US 97-US 26 Section
Prefix 516-1976
Project # RS-B400(1)
Jefferson County

In April 1979, Jefferson County submitted a project request to State for the construction of subject project under the FAS-C program, with a total estimated cost of $618,000.00. The request indicated that Jefferson County forces would do the preliminary engineering (PE), with State (OSHD) to perform final design, advertise for bids and let contract, as well as, perform construction engineering.

The project was approved May 29, 1979, under delegated authority by State with preliminary engineering approved by FHWA on November 8, 1979, and authorization to proceed with the phase. A supplemental approval of March 17, 1981 for additional monies ($20,000) for preliminary engineering costs of TEC $62,800.00.

The preliminary engineering (PE) or Location Survey was conducted by the Jefferson County Surveyor (Mr. Jeff Kerns) who is also in private practice as a "consulting engineer". By order of the Jefferson County Court, ORDER NO. 0-83-82, and under rules promulgated by ORS 204.116, Jeff Kerns was the subject of that Court Order, with his salary fixed on an hourly basis of $18.00 minimum - $35 maximum rate.

In conducting the survey, as elected surveyor of Jefferson County, Mr. Kerns is allowed to do any work as required of him by the County.

Court Order No. 0-83-82 allows the $18-$35 spread to negotiate with Mr. Kerns for utilization of his services with county forces or his consulting staff on any project where county forces were not available.

The Adams Drive project was in fact done by Jeff Kerns, utilizing his consulting staff as county forces were not available. The total project cost for the PE portion as performed by Kerns is $50,298.67. The total claim has been paid with the exception of $1,667.70 being withheld by OSHD, thereby making a total payment to Jefferson County in the amount of $48,630.97.

Audit Report No. 323 substantiates the fact that the project was completed

Contains Recycled Material

MH

in accordance with established GAO Standards and OSHD Policy. and did in fact comply with applicable laws and regulations. It is mentioned that indirect costs and profits amounting to approximately one-half (1/2) of total billing were questionable as to payment.

In review of the bills submitted by Mr. Jeff Kerns, to and through Jefferson County, Region 4, OSHD and others with the hours shown for employees on the payroll and performing work on project, it appears prudent and morally right to pay the entire bill, including the $1,667.70, to Jefferson County on behalf of Mr. Kerns performance by himself and staff ($50,298.67), which amounts to approximately $21.27 per hour for the 2,365 manhours involved.

The billing shows some 2,365 manhours between January 1, 1980 and March 31, 1981. If you project this out at $18.00 per hour it amounts to $42,570 or at $35.00 per hour-$82,775. Therefore, based on the foregoing 2,365 manhours it only seems fair to pay the bill, considering that 2,365 manhours at $26.50 average rate, based on Court Order No. 0-83-82, amounts to only a medium of $62,673, within the total approved TEC cost of $62,800.

This matter has been discussed with representatives of OSHD Accounting Section, FHWA, Program Management, Legal Staff, Region 4 and others and it is Program Management's recommendation that the "Request for Outside Billing-No. CA 9960 (Invoice #134541)" be rescinded, payment of the $1,667.70 be paid, and this matter be brought to conclusion.

It is also further through recommendation of Project Management that all Regions be advised, in order to avoid this type of situation in future approval utilizing personnel of this or other questionable source, that approval, in writing, be obtained from Project Management, Legal, and Administration, prior to commencing any work.

A suggested letter has been written for consideration, review and use for corresponding to Jefferson County Court by the Administrative Assistant - State Highway Engineer.

DNH:pf

APPROVED
JLS
Chief Counsel
Department of Transportation
1-28-83

RECEIVED
9333 JAN 1 [illegible]983

KSB [illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.: ACC

January 14, 1983

The Honorable Herschel Read
Judge, Jefferson County Court
Courthouse
Madras, Oregon 97741

SUBJECT: Adams Drive-FASC
Jefferson County

I am writing you regarding the subject project in Madras between US97 and US26 which was recently completed.

We have reviewed all of the pertinent facts concerning preliminary engineering charges and believe that the work done by Mr. Jeff Kerns should be considered as a participating expenditure. I am directing our Accounting Section to rescind outside billing CA 9960 (Invoice #134541) and, in addition, to pay the final $1,667.70 for preliminary engineering work done on this project.

To avoid any misunderstanding concerning eligibility of charges for work done by other than county forces on future projects, written approval will be required prior to commencement of any work.

I trust this matter has not caused you any undue hardship. Thank you for your understanding.

Pete
Please cancel invoice when audit is rewritten, make additional payment
Jon

NOTED

Robert N. Bothman, P.E.
Assistant State Highway Engineer

DES:pf 1b

bcc: H. S. Coulter
W. E. Schwartz
V. E. Skoog - Please process final payment.
D. E. Swan
Dale Allen
J. Sollis
D. N. Harwell

RECEIVED
JAN 17 1983
HIGHWAY ACCOUNTING

NOTED
F. R. GRIFFIN

Form 734-3123

**STATE OF OREGON**
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-2878

**INTEROFFICE MEMO**

**FILE:** ACC 5-4

**DATE:** August 31, 1983

**TO:** Vernon E. Skoog
Controller

**FROM:** Kenneth L. Johnson K
Staff Auditor

**SUBJECT:** Audit Report No. 323 of 3-26-83 (Rev.)
Jefferson County
S Adams Dr (Madras)
Preliminary Engineering

I have completed an audit of the State's agreement with Jefferson County, FA Project RS-B400(1). The agreement authorized $62,800. FHWA approved it as of November 8, 1979 and State accepted it on the same date. Total costs billed were $50,298.67 during the project period of January 1, 1980 through March 31, 1981.

My examination was made in accordance with GAO standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of County's records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and the County complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as follows:

Overstatement of direct labor and additives..$(19,696.72)

Accordingly, in my opinion, audited costs of $30,601.95 were eligible for FHWA participation under the terms of the agreement. Non-participating cost on this project was $19,696.72.

KLJ:njl

APPROVED
V.E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

81-125-1387

Contains Recycled Materials

9333

Adams Drive
Jefferson County
Dec. 1982

Direct Costs Only
Indirect - Profit Not-applicable
Overhead - Loan Interest - etc — $27,384.80

Outstanding — $1,667.70

Amount Due (overpayment) — 25,717.10

Jeff Kerns actual salary cost
including man hours / base salary

Not to include personal services (others) for employees and no additional cost for overhead, insurance, etc
Contractual hourly as "Public Employee - County Officer"
in compliance with ORS 204.116 = $18/35 hr.

How is other work billed?
Does billing include other personnel?
Does Jeff Kern (as elected County Surveyor) work on other Jefferson Co. projects?
Surveying charges in line with upper/lower wage rate?
Charges compatable with other private surveyors in area?

$11.67 x 3

Time payments?
Gas-tax revenues?
Consultant Agreement?

12/9/82
9$^{30}$ am
Judge Reed
Washgto. - Wood
FHWA - Carter
OSHD - Harvell
Hagedorn

18/35 → $26.50 Aug.

$11.00 ± County Employee

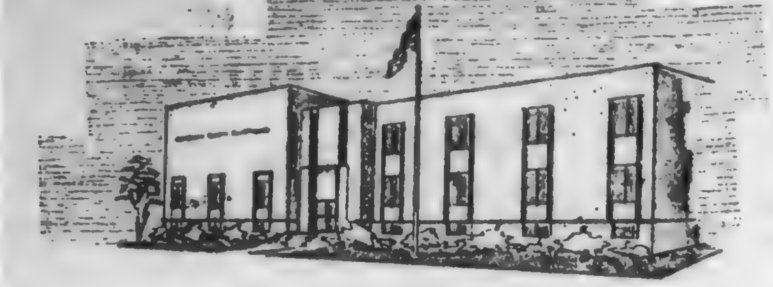
No Profit or Indirect Costs

Kern — Co. Officer
2 Surveyors — Employee
Secty — "

Set Rates
for Surveyors
& Employees

Letter of clarification/justification of Resol. 0-83-82
Employee availability

[illegible] 9333



**Road Department**
**of**
**Jefferson County**

Madras, Oregon 97741

December 16,1982

Mr.John Hagedorn
Federal Aid Engineer
Oregon State Department of Transportation
Bend,Oregon 97701

RE: South Adams Drive-----Federal Aid Project R.S.B400-1

Dear John;

I have recieved a copy as you also have of a letter from Dettmar Jones to Jeff Kern and a return from Jeff to Dettmar which disturbes me in as much as I do not understand the prblem that has arisen from the Audit which occured June 2,1982. Report # 323.

Mr Jeff Kern is the elected surveyor of Jefferson County and as such is allowed to do any work for Jefferson County as we require of him. I have sent you a copy of Jefferson County's agreement with Jeff which shows a wage spread.Order # 083-82. This spread allows us to negotaite with Mr Kern between just using him and our forces on any job or using him and his staff on any job where our forces are not avaiable.

This wage spread is a reflection of what would be paid to employees of Jefferson County if they were avaiable to be used on this project.

As you are aware Jefferson County did not have the avaiable manpower to supply Jeff for this project, so we did in fact use his staff.

The part that confuses me is what presents the problem.Is it a matter of how it was billed?. If we had used "County Employees" would there have been a problem? It is our contention we did use "County Employees" in as much as we have negotaited in advance for these people.

Perhaps this does clarify some of the problems and perhaps you can help me to better understand what the issue's that are involved.

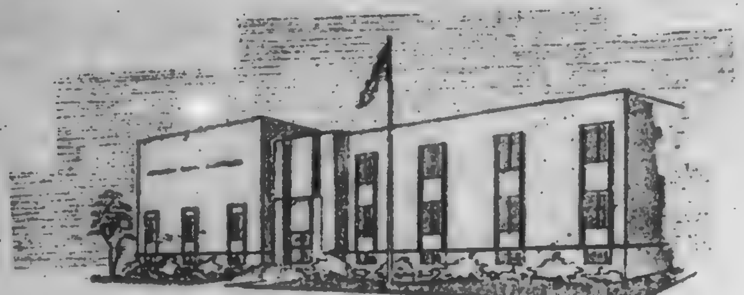
Hoping you have a very Happy Holiday Season and God continues to bless you through the coming year.

Sincerely
Don Wood

Don Wood
Roadmaster

ROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ [illegible]
DEC 28 1982

REFERRED TO ____________
FOR ____________
FILE: PM F. LG.



**Road Department**
**of**
**Jefferson County**

**Madras, Oregon 97741**

August 19,1982

J,R.Hagedorn
Federal Aid Engineer
63055 N Highway 97
Bend,Ore 97701

RE: Jefferson County--Jeff Kern Agreement

Dear John;

Please find Jefferson County order # 0-83-82 fixing salaries for all County employees with the agreed salary for Jeff Kern.

Jeff Kern is the elected Surveyor for Jefferson County however, he is not a Jefferson County employee.Jeff has agreed to work for Jefferson County on an "as needed" basis for a price as set forth by order #0-83-82.

I hope this explains any problems that may have arisen from our using Mr.Kern to do the surveying on Adams Drive.

Sincerely

Don

Don Wood
Roadmaster

H

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR THE COUNTY OF JEFFERSON

IN THE MATTER OF FIXING SALARIES FOR )
COUNTY OFFICERS, DEPUTIES AND ALL COUNTY )
EMPLOYEES. )

O R D E R
NO. 0-83-82

THE ABOVE ENTITLED MATTER having come before the Court this 23rd day of June, 1982; and the court finding that pursuant to the provisions of ORS 204.116 the County Court of Jefferson County, Oregon hereby fixes the compensation of its own members and of every other County Officer, deputy and employee.. in accordance with the following schedule:

| NAME | TITLE | BUDGET FUND | PAGE | LINE | SALARY MONTHLY | HOURLY |
|---|---|---|---|---|---|---|
| JEFF KERN | SURVEYOR | 01 | 31 | 306 | (contractual hourly<br>$ 18.00 - $35.00 ) | |

Beginning Salary

IT IS HEREBY ORDERED that the above schedule be adopted and that no adjustments to above schedule be made nor any new positions created without the prior approval o Court; and that any new employee's salary shall be set by the County Court and wi less than the salary paid to the former employee in that position, unless otherwis approved by the Court; and any employee who has been employed less than 6 months, 1, 1982, shall receive the additional amount of $55.00 July 1, 1982, and still be c 6 months probation period and no additional raise will be allowed during the 1982- fiscal year.

DATED THIS 14th day of July, 1982.

ATTEST: Elaine L. Henderson
ELAINE L. HENDERSON, CLERK

JEFFERSON COUNTY COURT
Herschel Read
Herschel Read, County Judge
Gordon Galbraith
Gordon Galbraith, Commissioner

**STATE OF OREGON**
HIGHWAY DIVISION
External Audit - 378-2878

**INTEROFFICE MEMO**

FILE: ACC 5-4

**TO:** Vernon E. Skoog
Controller

**DATE:** June 2, 1982

**FROM:** Dettmar W. Jones D.W.J.
Staff Auditor

**SUBJECT:** Audit Report No. 323
Jefferson County
South Adams Drive (Madras)
Preliminary Engineering

I have completed an audit of the State's agreement with Jefferson County, FA Project RS-B400(1). The agreement authorized $62,800. FHWA approved it as of November 8, 1979 and State accepted it on July 27, 1979. Total costs incurred were $50,298.67 during the project period of January 1, 1980-March 31, 1981.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of County records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and that the County complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as follows: Indirect costs and profit amounting to $27,384.80 were included in labor costs billed. These engineering costs are ineligible for reimbursement to the County.

Accordingly, in my opinion, audited costs of $22,913.87 were eligible for participating under terms of the agreement. I recommend that OSHD withhold payment of the final billing for $1,667.70 and further, invoice the County for $25,717.10 overpaid.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DJW:cw

REMITTANCE ADVICE

# HIGHWAY DIVISION INVOICE

INVOICE NUMBER
134541

ATE
6-11-82

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER
CA 9960

CODE
NEW JEFFERC

JEFFERSON COUNTY
COURTHOUSE
MADRAS OR 97741

Attn: Jeff Kerns County Surfeyor

| CREDIT DISTRIBUTION | |
|---|---|
| 516-1976-903-49 1P | 25,717.10 |

| DESCRIPTION | TOTAL PRICE |
|---|---|
| RE: South Adams Drive (Madras)<br>Preliminary Engineering<br>FA Project RS-B400 (1)<br>To charge back the county for ineligible engineering costs that included indirect costs and profit amounting to $27,384.80 | $25,717.10 |

| | |
|---|---|
| Ineligible costs | $27,384.80 |
| Final Bill pending<br>0 neyer paid | 1,667.70 |
| Amount due from county | $25,717.10 |

110.08

Pete Gonzalez 1-800-452-7813 Ext 8-5034

4-1150 (6-81)

① 9333

Form 81-73-[illegible]191 (Rev. 5/77)

**OREGON STATE**
**HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6/8/82 | CA 9960 | | 516-1976-903-49 IP 25,717.10 |

BILL TO: Code:

Jefferson County
Courthouse
MADRAS Or 97741
attn: Jeff Kerns, County Surveyor

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| RE: South Adams Drive (MADRAS)<br>Preliminary Engineering<br>FA Project RS-B400 (1) | | | $25,717.10 |

To charge back the County for ineligible engineering costs that include indirect costs and profit amounting to $27,384.80.

| | |
|---|---|
| Ineligible Costs | $27,384.80 |
| Final bill pending & never paid | 1667.70 |
| Amount due from County | $25,717.10 |

Contact Pete Gonzalez 1-800-452-7813 Ext 8-5034 if you have any questions.

Advance Deposit Amount .................. $

Advance Deposit Previously Transferred to Highway Fund .................. $

Balance .................. $

Transfer to Highway Fund .................. $

Refund Due .................. $

Partial or final request for billing final

Number of the previous request in connection with this service.

Amount Due . . . . . $25,717.10

Submitted by: Pete Gonzalez

Approved: N.E. Berg

SP*35736-734

9333

May 21, 1982

Memo To File

Dettmar Jones
Staff Auditor

Audit Notes
Jefferson County
FAP# RS-B400(1)
County Surveyor Costs

Project costs consist entirely of Surveyor billings. Reference letter 1/26/82 from Jeff Kern, County Surveyor, explains his markup of direct costs by 200%. Reference also my memo 10/8/81 to FHWA describing ~~the basis of~~ his relationship to County.

In view of CFR title 23 (Highways) which states that indirect costs incurred by government entities are not eligible for reimbursement, I discussed Kern's costs with Jack Sollis, legal counsel for Hwy.

His position is, as follows:

ORS requires a Surveyor to do the work assigned by his County, and it sets his compensation. These 2 elements of control constitute an employer-employee relationship. Kern is, thereby, a County employee as opposed to an independent contractor. As such he is not entitled to recover indirect costs on engineering services nor to include a profit factor.

NOTED
V. E. SIDDIG

9333

L.

File

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## CONSTRUCTION ENGINEER

4-8-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| R. L. Coats<br>No. 9293 | Lake-Harney Co. Line<br>Harney County | March 4, 1982 |
| Eugene Sand & Gravel, Inc.<br>No. 9237 | Poodle Creek Road<br>Lane County | March 5, 1982 |
| Horton Bros., Inc.<br>No. 9285 | S.Bank Chetco River Rd. U'Xing.<br>Curry County | March 9, 1982 |
| Tice Electric Co.<br>No. 9269 | Arterial St. Light Conversion Proj. (Portland)<br>Multnomah County | March 16, 1982 |
| Mid-Columbia Paving Co.<br>No. 9316 | Sherman Ave.-Eugene St. (Hood River)<br>Hood River County | March 18, 1982 |
| Hertz Electric,Inc.<br>No. 9244 | Central Ore. Hwy. & Arnold Mkt. Rd.<br>Deschutes County | March 18, 1982 |
| Baker Redi-Mix, Inc.<br>No. 9323 | Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St.<br>Baker County | March 18, 1982 |
| L.W. Hembree Co.<br>No. 9195 | Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro)<br>Washington County | March 19, 1982 |
| R. L. Coats<br>No. 9333 | U.S. Hwy. 97 - U.S. Hwy. 26<br>Jefferson County | March 19, 1982 |
| Slayden & Holm, Inc.<br>No. 9267 | Dairy Creek (Susbauer Rd.) Bridge<br>Washington County | March 22, 1982 |
| Babler Bros., Inc.<br>No. 9224 | Polallie Cr.-M.P. 84.94<br>Hood River County | March 30, 1982 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Hamilton Electric, Inc.<br>No. 9270 | Mt. Hood Hwy. @ Welches Rd.<br>Clackamas County | March 31, 1982 |
| L. W. Hembree Co.<br>No. 9194 | Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham)<br>Multnomah County | March 31, 1982 |
| Mill Plain Electric<br>No. 9330 | Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access<br>Clackamas County | April 1, 1982 |
| Jim Hall Contracting<br>No. 9313 | 362nd Dr. @ Skogan Road<br>Clackamas County | April 1, 1982 |
| Coral Construction Co.<br>No. 9334 | Lane Co. Pavement Marking Project No. 4<br>Lane County | April 1, 1982 |
| Columbia Pacific Construction Co.<br>No. 9364 | Blind Slough (Barendse Rd.) Bridge<br>Clatsop County | April 6, 1982 |
| C.W. McCallen Const. Co.<br>No. 9085 | SW Hall Blvd.-SW Oak St.<br>Washington County | April 7, 1982 |

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9333

April 1, 1982

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9333

Gentlemen or Ladies:

On March 22, 1982, we wrote to you concerning release of final payment on Contract No. 9333 awarded to R. L. Coats for paving on the U.S. Highway 97-U.S. Highway 26 Section of FAS B400 (Adams Drive) in Jefferson County.

Final payment on this contract is $4,406.12 and the total contract amount is $253,746.57. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9333

9333

US Hwy. 97 - US Hwy 26
Adams Drive

1-26-82

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Erikson
Watson
Dorn
Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Comments?

This project was constructed as a overlay only. Jefferson County constructed the Cement Treated Base prior to the letting of this contract.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

There were no problems with this item. The traffic volume was very light.

TEMPORARY SIGNS

Temporary signs used as per contract special provisions.

FLAGMEN

Standard signing and flagmen operation were used.

CLASS "B" ASPHALT CONCRETE MIXTURE

Class 'C' Asphalt Concrete Mixture was substituted for Class 'B' Asphalt Concrete . (see PA # 1). The contractor had material available at his commerical source from which a suitable mix design was produced. The contractor used a 6000 lb. batch plant (Cedar Rapids), Bottom dump trucks were used to transport the material to Cedar Rapids paver with a pickup machine attached. Two Tampo vibratory rollers were used for compaction which was some what of a problem due to the inexperienced operators and equipment failures. (See PA # 2).The non-specification mixture was due to samples for mix design taken from stockpiles of previous crushed material with no crushing reports for calculating the averages of the percentages of pass each sieve size. Extra mix was utilized to construct a crown section in roadway as the cement treatment was constructed with no crown.

EXTRA FOR ASPHALT APPROACHES

Jefferson County performed the grading of all roadapproaches and street connections prior to paving.

Jefferson county cleaned all roadside ditches and placed all shoulder aggregate.

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 26 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

W. W. Robertson

9333

9333

US Hwy. 97 - US Hwy 26
Adams Drive

1-26-82

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Erikson Watson
Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Comments?

This project was constructed as a overlay only. Jefferson County constructed the Cement Treated Base prior to the letting of this contract.

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There were no problems with this item. The traffic volume was very light.

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Jefferson county cleaned all roadside ditches and placed all shoulder aggregate.

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 26 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

W. W. Robertson

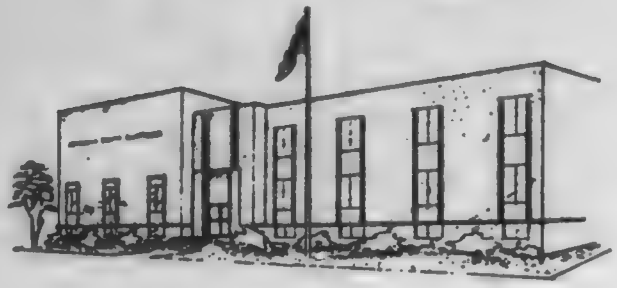
## Statement of Overruns and Underruns

Project : US Hwy 97-US Hwy 26
Highway : FAS B400 (Adams Drive)
County : Jefferson

Contract No. : 9333
Prefix : 516-1051
F. A. No. : RS-B400(1)

| Item No. | Item | Unit | Original | Semifinal | (+-) % |
|---|---|---|---|---|---|
| | | Summary | | | |
| | Bid Items | $ | 266,592.00 | 257,958.13 | - 3 |
| | Anticipated Items | $ | 22,200.00 | 2,200.00 | - 90 |
| | Contingencies | $ | 12,995.64 | -0- | - 100 |
| | Engineering | $ | 25,991.28 | 9,000.00 | - 65 |
| | Liquidated Damages | $ | -0- | -0- | |
| | Adjustments | $ | -0- | (-)3617.68 | |
| | Total | $ | 327,778.92 | 265,540.45 | - 19 |
| | Individual Overruns and Underruns | | | | |
| 3 | Temporary Signs<br>Necessary to minimize traffic problems | $ | 940.00 | 1,081.25 | + 15 |
| 4 | Temporary Barricades<br>Additional Barricades were not needed | $ | 12.00 | 4.00 | - 67 |
| 5 | Flagmen<br>Minimum of traffic problems | $ | 200.00 | 153.00 | - 24 |
| 8 | Asphalt in Tack Coat<br>Tack Coat also used on Chip Seal | $ | 3,000.00 | 4,200.00 | + 13 |
| 9 | Extra for AC Approaches<br>Abruptness of several street approaches required paving | $ | 1,100.00 | 1,700.00 | + 55 |
| | Anticipated Items<br>No price adjustment required for asphalt cement | $ | 22,200.00 | 2,200.00 | - 90 |
| | Contingencies<br>No unexpected problems | $ | 12,995.64 | -0- | - 100 |
| | Adjustments<br>PA #1-Adjustment for changing Cl "B" AC to Cl "C" AC<br>PA #2-Adjustment for Non-spec AC mix and compaction | $ | -0- | (-)3,617.68 | |

9333



**Jefferson County**
**Madras, Oregon 97741**

1030 NW NEWPORT AVE.
BEND, OREGON 97701

January 26, 1982

Mr. Dettmar W. Jones
Staff Auditor
Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: SOUTH ADAMS DRIVE
FAP No.RS-B400 (1)

Dear Mr. Jones,

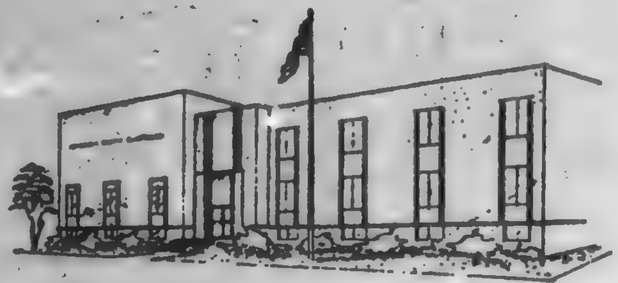
This letter and the accompanying Exhibit "A" are written to provide the documentation supporting the costs of surveying on the SOUTH ADAMS DRIVE project, as requested in your letter of November 18, 1981.

The many variables inherent in surveying work make it difficult to arrive at an overall cost for a surveying or mapping project by application of a simple formula or by reference to a table. To the extent that the Surveyor's costs, and therefore the Owner's costs, can be related to the salaries of the technical help employed, the salary, cost times a factor, plus incurred expenses is frequently the most satisfactory method for establishing surveying and mapping charges.

It is normal practice to charge for services of survey parties at the salary cost of the party times some multiplier. A Multiplier varying between 2.0 and 3.0 is common for average conditions for such services with the State of Oregon and throughout the United States.

Salary cost is defined as the actual wages for time directly chargeable to the project plus the payroll additives of Social Security contributions, unemployment taxes, compensation insurance, and medical benefits. If other fringe benefits are included as payroll additives, then the total payroll additives usually amount to about 25% to 45% of the actual wages. When the salary cost is multiplied by a multiplier of say 2.0 (or plus 100%), a charge is obtained which is comparable to the actual wages times a factor 2.5 to 2.9 (or plus 150% to 190%). The multiplier compensates for the cost of organization, idle time, and other overhead items, plus a reasonable margin for profit.

(Con't.)



**Jefferson County**
**Madras, Oregon 97741**

January 26, 1981

Exhibit "A" shows a breakdown of overhead costs as a percentage of actual wages. The multiplier thus obtained is then converted to a multiplier of Salary Cost as defined above.

The percentages shown in Exhibit "A" are computed from actual costs incurred and actual wages paid by me during calendar year 1980.

This letter and the attached exhibit give you a complete documentation of the method by which survey costs were determined for the South Adams Drive project.

In addition, the monthly statements that were submitted during the course of work give you a complete breakdown of the man-hours worked on the job, by job classification, and a complete listing of the direct expenses incurred.

I hope this will meet your needs. If you have any questions, please let me know.

Yours very truly,

Jeff Kern
Jeff Kern,
County Surveyor

NOTED
V. E. [illegible]

**Jefferson County**
Madras, Oregon 97741

EXHIBIT 'A'

## ANALYSIS OF FEE FOR SURVEY ENGINEERING SERVICES

### I. Breakdown of Overhead Cost

| Description | Percent of Actual Wages | |
|---|---|---|
| Payroll additives: | | |
| FICA | 6.13% | |
| Unemployment | 4.00% | |
| Medical Insurance | 6.00% | |
| Workmans Comp. | 0.04% | |
| SAIF | 3.41% | |
| Total | 19.58% | |
| Fringe Benefits: | | |
| Vacation 2 wks. | 3.85% | |
| Holiday 9 days | 3.46% | |
| Sick Leave 96 hrs. | 4.62% | |
| | 11.93% | |
| Total Payroll Additives and Fringe Benefits | | 31.51% |
| Equipment and Liability Insurance | | 2.41% |
| Administration and Time Unassignable | | 26.40% |
| Printing, Postage, Office Supplies | | 9.69% |
| Professional Services | | 4.70% |
| Travel (not assignable) | | 2.55% |
| Fee, Dues, Professional meetings | | 4.73% |
| Utilities, Maintenance | | 25.14% |
| Rent | | 24.25% |
| Depreciation | | 31.08% |
| Materials and Supplies (not assignable) | | 6.25% |
| Vehicles (gas, repairs, maintenance) | | 24.48% |
| Interest on loans and Bank charges | | 19.55% |
| Repair and rental of Survey equipment | | 4.29% |
| Total | | 217.03% |

**Jefferson County**
**Madras, Oregon 97741**

II. Summary and Adjustments

Determination of "Multiplier"

| | | |
|---|---|---|
| Actual Wages | 100.00% | $42,825.13 |
| Overhead Cost (including payroll additives) | 217.03% | |
| Profit | 20.00% | |
| Total | 337.03% | |

| | |
|---|---|
| "Multiplier" equals | 3.37 |
| Less Adjustment* | -0.37 |
| Net Multiplier | 3.00 |

*Note: The actual multiplier used to determine charges for the SOUTH ADAMS DRIVE project was adjusted downward to provide a very conservative fee structure.

III. Explanation of "Multiplier"

The multiplier of 3.00, used on the So ADAMS DRIVE project was applied to Actual Wages. As defined in the accompanying letter, actual wages do not include payroll additives.

When total payroll additives and fringe benefits are included with actual wages, we obtain Salary Cost.

When actual wages are multiplied by a multiplier of 3.00, a charge is obtained which is comparable to the salary cost times a factor of 2.28.

9333 L

FORM 734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: US Hwy. 97 - US Hwy. 26 | | WEEK ENDING: JANUARY 22-82 |
| | | SECTION PREFIX: 516 - 1051 |
| HIGHWAY: FAS B400 ( Adams Drive | | COUNTY: Jefferson |
| NAME OF JOB: US Hwy. 97 - US Hwy. 26 | KIND OF WORK: Paving | |
| CONTRACTOR: R. L. Coats | CONTRACT NUMBER: 9333 | FEDERAL AID PROJECT NUMBER: RS 400 |
| DATE OF CONTRACT: August 19, 1981 | DATE WORK STARTED: September 14, 1981 | ESTIMATED COMPLETION DATE: Nivember 11, 1981 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: | SPECIFIED WORK DAYS | WORK DAYS USED |
| MEN: SUPERVISION: | SPECIFIED CALENDAR DAYS 85 | CALENDAR DAYS USED 29 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 34 |
| PROJECT AUTHORIZATION: $ 327,778.92 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| EXCLUSIVE OF ENGINEERING: $ 301,787.64 | ENGINEERING AUTHORIZATION $ 25,991.28 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 256,540.45 | ENGINEERING COST TO DATE $ 9,000 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 20 % | PERCENT OF AUTHORIZATION 35 % | DATE PROJECT WAS COMPLETED: Sept 29-81 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 2.75 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 2.75 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 11,880 |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 11,800 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 11,800 |
| AVERAGE DAILY QUANTITIES | | | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | 0 |
| NUMBER OF SHIFTS PER DAY | | | | | 0 |
| HOURS PER SHIFT | | | | | 0 |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | FAIR | 0 | | Project Completed |
| MONDAY | SNOW | 0 | | |
| TUESDAY | SNOW | 0 | | |
| WEDNESDAY | Overcast, Cold | 0 | | |
| THURSDAY | Clearing | 0 | | |
| FRIDAY | SNOW | 0 | | |
| SATURDAY | | 0 | | |

RECEIVED
JAN 25 1982
CONSTRUCTION

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-Final Submitted to Region January 19, 1982

This is The Last Weekly Report

SIGNED W. W. Robertson LOCATION Bend
by Tom Eiguerr

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP 7216

9333

ROW

STATE OF OREGON

INTEROFFICE MEMO

TO: Harold Brainerd, Region 4
Right of Way Supervisor

DATE: December 10, 1981

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Oregon Project RS-B400 (1)
U. S. Highway 97 - U. S.
Highway 26 (Madras) Section
Jefferson County

Attached is a copy of a letter from the Federal Highway Administration concerning the right-of-way acquisition on this project.

Please contact Jefferson County and inform them that the right-of-way acquisition on this project will not be eligible for federal participation. You should also determine if the County is adequately staffed to perform the acquisition.

Please insure that the County requires the necessary right-of-way expeditiously so that we can complete the certification of this project.

RH:jh
attach.

cc: John Hagedorn w/attach. ✓
D. E. Swan w/attach. ✓

9333

L.

U.S. Department of Transportation
Federal Highway Administration

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-B400(1)
U. S. Hiway 97 - U. S. Hiway 26 (Madras) Section
Jefferson County
Ref: D. Swan's ltr dated 11-10-81

Date: December 8, 1981

Reply to Attn. of: HRW-OR/

From: Division Administrator

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

We are unable to approve the program change or authorize the acquisition of right-of-way on the subject project as requested since the county has already incurred the obligation to pay for the right-of-way by taking possession of the property. In addition to being unable to approve your request, the information provided with your request raises a serious question about the county's practice of requesting voluntary rights of entry from property owners prior to the termination of, and without exhausting all efforts of negotiations. This practice does not comply with the intent of Section 301 of Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 in making every reasonable effort to acquire expeditiously real property by negotiations or in making payment to an owner before taking possession.

The county should immediately proceed with the expeditious acquisition of the property obtained for the subject project. The participation of Federal funds in other project costs will be considered to be in jeopardy until you are able to provide this office with the certification that the right-of-way has been acquired in accordance with the Uniform Act.

John D Wichman
for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cc Dale Allen

R 12/11

9333

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 10, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. RS-B400(1)
US-Hwy. 97-US Hwy. 26 (Madras) Sec.
Jefferson County

I request your approval of a program change on the subject project to include in the Charactor of Proposed Work "Right of Way Acquisition at an estimated total cost of $3,250 with federal funds of $2,865.

I further request authorization to proceed with the actual acquisition of the right of way as outlined in red on the enclosed sketch maps. No relocation assistance is involved.

The enclosed copy of Mr. Hagedorn's memo c October 23, 1981 indicates the County has had possession of the property by permit of entry since March 1981 and that the State field office inadvertently erred in not forwarding the information necessary to request programming for the right of way in the normal manner.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
H. Reynoldson
General Files

Form 734-3122

9333

**STATE OF OREGON** **INTEROFFICE MEMO**

BEND, OR 97708

TO: D. E. Swan
Project Management

DATE: October 23, 1981

Returned R/W info. to
John Hagedorn 3-17-82

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT:
US 97 - US 26
Adams Drive (FAS B-400)
Jefferson County

At the time the project was requested, it was to be a full-blown grading, surfacing and paving project. The location survey was performed by County engineering forces.

Upon completion of the location survey, the costs were found to be far in excess of what the County could afford. The County Court decided to use County forces to do the grading and cement-treat the natural gravels of the subgrade and requested the paving to be performed under the FAS-C program.

The County location survey was down-scoped, primarily by minor grade changes and cut and fill slope revisions, which eliminated 36 of 39 right-of-way acquisitions.

In order to best utilize their forces, the County deemed it necessary to begin their grading operations prior to completion of right-of-way negotiations. Acting on advice from this office and that of Region R/W, permits of entry from the 3 affected property owners were obtained that stipulated that negotiated settlements would be made by March, 1982.

It was I who wrote the descriptions and amended the map showing the R/W takings. There was no way, in my opinion, that the R/W could have been programmed in time for paving this year. Also, I concluded that the R/W taking was for the County's grading work, not necessarily for the FAS-C paving job. Hence, with my work load, I procrastinated in submitting the R/W data.

I hope that this will help in deciding if the acquisition will receive FHWA participation. I talked recently with the Jefferson County Roadmaster who understands the problem but isn't overly worried about not receiving Federal participation. There isn't a great deal of money involved.

Any questions, please phone.

JRH:pw

cc: H. Brainerd

9333 2

U.S. Department
of Transportation
**Federal Highway
Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Engineering Costs
Project FAP RS-B420(1)

Date: October 22, 1981

From: Division Administrator

Reply to
Attn. of: HAM-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

The attached two-way memorandum from Mr. Dettmar W. Jones requests acceptance of $50,298.67 in engineering costs on the subject project without benefit of an audit of the profit factor or indirect costs claimed.

FHPM 1-7-2, paragraph 5.f(2), requires that "Contract administration procedures shall provide for determining the reasonableness, allowability, and allocability of costs in accordance with the provisions of 41 CFR part 1-15." This can best be accomplished by audit of the documentation supporting the costs. We therefore request that the engineering costs claimed receive the proper audit evaluation. Federal funds will participate in those costs which are adequately supported and documented.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | Act | File

7333

10-14-81

Prog.: 10/14/81 Notify County we do not recommend applying for FHWA participation in R/W.

# PROJECT MANAGEMENT OFFICE MEMO

Date 10-13-81

Subject RS-B400(1) Adams Drive in Madras. File No. ________

Received (call) ~~(visit)~~ from Dave Carter

Address FHWA

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion: Discussed his thoughts on requesting
program change to include R/W in subject project after completion of the
contract. We were aware of the County wanting to program right of way
on the project in May 1981 and requested maps be sent in to accomplish
this. It wasn't until the last week in September that maps were finally
received after the contract was let and shortly before the contract work
was completed. Carter & John Wichman indicate they would not approve
adding R/W at this late date and any request if made would be sent to
Wash DC without their recommendation for approval. Wichman indicated an
inspection is forthcoming in the near future by the Wash. office on right of way

Signature

-over-

File ( ) ( ) ( ) ( ) (S) ( ) ( ) ( )
Circulate: PME LGE OPE PAE CCE OM Other

10/14/81 Call John Hegadorn he said we should persue with FHWA

Please inform County and Harold Brainard projects and he's of the opinion that requesting right of way programming at this time on this project would be a poor move.

Cliff. Sauf

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OREGON STATE HIGHWAY DIVISION

TO: FHWA --- --Salem The Equitable Bldg
Suite 100
Attention: Glen Gray

SUBJECT: FAP RS-B400(1)

FROM: Dettmar W. Jones
Staff Auditor

DATE: October 8, 1981

This memo will confirm our phone conversation of October 6 regarding the eligibility of certain Jefferson County preliminary engineering costs billed on subject project. The State has an agreement with Jefferson County under which the County "shall conduct the necessary field surveys and drainage studies". The County Surveyor, Jeff Kern, did the work, billed the County, and was paid by the County for a total cost of $50,298.67.

He is an elected official, not an employe of County, nor on a retainer. He bills the County at his current hourly rate for the manhours worked. This rate is his standard fee to all customers, base wages times a multiplier of 3. His ICPA recommended that multiplier to cover all indirect costs and profit, actually suggesting 325%, but we have no supporting documentation for the figure.

In view of the considerable audit time and effort that would be required to reconstruct actual cost, can we not accept the costs incurred by the County in paying their surveyor as participating costs? The manhours billed are supported by Weekly Time Sheets and approved by both OSHD and Resident Engineer and the County. Payroll Registers support payments by Kern to his engineers and to himself.

DWJ:njc

(SIGNATURE)

PLEASE REPLY HERE

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.

3

NATIONAL 45-104 EYE-EASE 20/20 BUFF MADE IN U.S.A. 9333

9/25/81

PS-B400(1)

Jefferson County
So. Adams Drive (Melrose)
Billing Analysis; Surveying (P/E)

| OSHD Est. no. | Period billed | Hrs | 1 Labor @ 300% | 2 Non-labor Direct category | 3 amount | 4 Total billed |
|---|---|---|---|---|---|---|
| 1 | Jan-Feb, 1980 | 268 | $ 5758.64 | computer | $ 50.00 | $ |
|  | Mar | 300 | 5973.39 | " | 400.00 |  |
|  |  |  |  | dist. meter | 180.00 |  |
|  | April | 294½ | 6632.02 |  |  | 18994.05 |
| 2 | May | 259 | 4977.50 | " " | 300.00 |  |
|  |  |  |  | computer | 175.00 | 5452.50 |
| 3 | June | 84 | 1582.50 |  |  |  |
|  | July | 143 | 2663.51 | dist. meter | 142.50 | 4388.51 |
| 4 | Aug | 221 | 4164.40 | " " | 165.00 |  |
|  | Sept | 227 | 5049.38 |  |  | 9378.78 |
| 5 | Oct-Nov | 165 | 3317.13 |  |  |  |
|  | Dec. | 121 | 2462.89 |  |  |  |
|  | Jan., 1981 | 198½ | 4536.20 | printing | 100.91 | 10417.13 |
| (unpaid) | Feb-Mar | 84 | 1667.70 |  |  | 1667.70 |
|  | Total County cost | 2,365 | $ 48795.26 | — | $ 1513.41 | $ 50298.67 |
|  | Labor multiplier of 3 converted from base | | $ 16261.75 |  |  |  |
|  | OPE @ 31.6% |  | 5138.71 |  |  |  |
|  | Eligible County cost |  | $ 21400.46 |  | $ 1513.41 | $ 22913.27 |
|  | Ineligible O/H & Profits |  | $ 27394.80 | — |  | $ 27394.80 |

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The County Surveyor, Jeff Keton, billed the County for his costs per above and was paid by County. OSHD then reimbursed County @ 100% pro-rata. Only the final $1,667.70 has not yet been paid to County.

Jones
9/25/81

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

**TABULATION SHEET**

SHEET ........ OF ........ SHEETS

Jefferson County
S. Adams Drive; P/E
Labor Cost Analysis

| | | | | 1980 | 1981 |
|---|---|---|---|---|---|
| | Employee | Monthly | ÷ 173.3 hrs. | X 3 | |
| #1 | Kern | $ 2,022+ | $ 11.67 | $ 35.00 | $ 35.00 |
| 2 | Baxter | 1,343 | 7.75 | 23.25 | 25.50 |
| 3 | Rasmussen | 1,040- | 6.00 | 18.00 | 19.50 |
| 5 | Swan | 996+ | 5.75 | 17.25 | 18.90 |

Weekly Time Sheets, source document for direct labor.
Work in Progress schedules journalizes time & costs.
Accounts Receivable schedule is a job cost ledger.
Manual summary from A/R schedule supports billings.
Payroll Register / Earnings Record shows labor paid.

Notations on final billing (Feb.-Mar. 1981) indicate the documentation typical for all prior billings.

NOTED
[illegible]

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L.

**DATE:** September 24, 1981

**TO:** Dale E. Wilken, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Hwy. Engr.

**SUBJECT:** Notification Contract Work Started
Federal-aid Project Number
RS-B400(1)

Contract 9333, Work Started 9-16-81

Project U. S. Hwy. 97 - U. S. Hwy. 26

Highway FAS B400 (Adams Drive)

County Jefferson

RDC:bk

cc: R. D. Church

9333

L.

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 8 - 157

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-20-81

State Oregon

County Jefferson

Project Number RS-B400(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, 19 79, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 62,800.00 | $ 390,578.00 |
| Federal funds | $ 55,358.00 | $ 344,392.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding Construction Phase

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon August 13, 1981

Federal Aid Project
No. RS-B400(1)

US Hwy. 97 - US Hwy. 26 (Madras) Section
County Road in Jefferson County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 62,800.00 |

Type Code 5221
Paving (Sta. 0+00 to Sta. 145+20)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 18,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 2,000.00 |
| Temporary Signs | 188 Sq. Ft. | 5.00 | 940.00 |
| Temporary Barricades | 12 Each | 1.00 | 12.00 |
| Flagmen | 200 Hour | 1.00 | 200.00 |
| Class "B" Asphalt Concrete Mixture | 11,880 Ton | 8.00 | 95,040.00 |
| Asphalt Cement in Mixture | 770 Ton | 190.00 | 146,300.00 |
| Asphalt in Tack Coat | 15 Ton | 200.00 | 3,000.00 |
| Extra for Asphalt Approaches | 11 Each | 100.00 | 1,100.00 |
| | | | $266,592.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 2,000.00 |
| Asphalt Cement Adjustment | All Required | 20,000.00 |
| | | $ 22,200.00 |
| | SUBTOTAL | $288,792.00 |
| | Engineering | 38,986.00 |
| | TOTAL | $327,778.00 |

Length of Project ------------- 2.750 mi.

SUMMARY OF FUNDS (88.18%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 62,800 | $ 55,358 | $ 3,721 | $ 3,721 |
| Paving | 327,778 | 289,034 | 19,372 | 19,372 |
| TOTAL | $390,578 | $344,392 | $23,093 | $23,093 |

Group 1 100%
Contract No. 9333
Prefix: 516-1976 (PE)
516-1051 (Const.)

STATE COPY L.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>3-112 | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Jefferson |
| MODIFICATION NUMBER<br>1 | 3/17/81 | Project Number<br>RS-B400(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 3 , 1979 ,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 42,800.00 | $ 62,800.00 |
| Federal funds | $ 37,728.00 | $ 55,358.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ~~21~~st 17th sw day of March , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H.S Coulter
XXX

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon March 25, 1981

Federal Aid Project
No. RS-B400(1)

US Hwy. 97-U.S. Hwy. 26 (Madras) Section
County Road in Jefferson County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $62,800.00 |
| | TOTAL | $62,800.00 |

Length of project --------- 2.75 mi.

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 62,800.00 | $ 55,358.00 | $ 3,721.00 | $ 3,721.00 |
| Retain in Program | | | | |
| Contract Work | 498,200.00 | 439,162.00 | 29,519.00 | 29,519.00 |
| TOTAL | $561,000.00 | $494,520.00 | $33,240.00 | $33,240.00 |

Group 1-100%
Prefix 516-1976

STATE COPY

OMB No. 04-R2089 1

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>12-58 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>12-3-79 | Oregon<br>County Jefferson<br>Project No. RS-8400(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Adams Drive (Madras)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 11-8-79 | 2.75 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 42,800.00 | $ 37,728.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Operation Programming Engineer
*(Title)*
By XXX For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator 12-3-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 15, 1979

Federal Aid Project
No. RS-B400(1)

U.S. Hwy 97-U.S. Hwy 26 (Madras Section)
County Road in Jefferson County

Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering

| | |
|---|---|
| All Required | $ 42,800.00 |
| Total | $ 42,800.00 |

Length of Project. . . . 2.75 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 42,800.00 | $ 37,728.00 | $ 2,536.00 | $ 2,536.00 |
| Retain in Program | | | | |
| Contract Work | 498,200.00 | 439,162.00 | 29,519.00 | 29,519.00 |
| Total | $541,000.00 | $476,890.00 | $32,055.00 | $32,055.00 |

Group 1 -100%
Prefix 516-1976

9333

August 7, 1981

ACCC

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attn: Mr. Donald Wood
County Roadmaster

Gentlemen:

On August 6, 1981 the Highway Division received a satisfactory bid from R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97701 for the U.S. Highway 97 to U.S. Highway 26 Section on Adams Drive, FAS-8400. This is an FAS-C Project #RS-8400(1). Based upon the contractor's bid the County's advance deposit will be:

| | |
|---|---|
| Contractor's Bid | $266,592.00 |
| Pavement Striping | $ 2,200.00 |
| A.C. Adjustment | 20,000.00 |
| 4 1/2% Contingencies | 12,995.64 |
| 9% Engineering | 25,991.28 |
| TOTAL CONSTRUCTION COSTS | $327,778.92 |
| Estimated PE Costs | 54,000.00 |
| ESTIMATED TOTAL COST OF PROJECT | $381,778.92 |
| County Share of Project Costs (6% of $381,778.92) | $ 22,906.74 |
| Less PE Advance Deposit | 2,540.00 |
| COUNTY'S REMAINING SHARE IS | $ 20,366.74 |
| By rounding the County's Advance Deposit will be | $ 20,400.00 |

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 28, 1981.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Rec'd 8-19-81
Informed Ed Henry + John Hagedorn

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 928: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 928 when advance deposit is received.

Section US Hwy. 97 - US Hwy 26 Sec. Programming Estimate $ [illegible]
Highway FAS B400 (Adams Drive) Project Length 2.75 miles
9333
County Jefferson Completion Time 100 Cal Days.
Kind of Work Paving Est. Comp. Date 12-1-81
Prefix 516-1976 Letting Date July 23, 81 Project No. RS-B400 (1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount . . . . | | $ 347,148.00 |
| Anticipated Additional Items: | | |
| Royalty Payment. . . . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . . . . . | 2,200 | |
| Temporary Pavement Striping. . . . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . . | | |
| State Furnished ________ . . . . . . | | |
| Roadside Seeding & Mulching . . . . . . . . . . . | | $ 22,200 |
| Asphalt Cement Adjustment . . . . . . . . . . . . | 20,000 | |
| On the Job Trainees . . . . . . . . . . . . . . . | | |
| State Responsibility for Damages . . . . . . . . | | |
| Signal Controller Testing (Engineering) . . . . . . | | |
| "OPTICOM" Testing (Engineering) . . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . | | |
| Adjust Utilities: | | |
| Subtotal | | $ 369,348.00 |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . | | 16,620.66 |
| Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . . . . . . . . . . . . . . . . . | | 33,241.32 |
| Subtotal | | $ 419,209.98 |
| Credit for ________ . . . . . . | | |
| Estimated Net Authorization, Construction . . . . . . . . . . . . . . . . | | $ 419,209.98 |

APPROVED

________________
Road Design Engineer

Rev. 3/81

SUMMARY--BID SCHED

ction US Hwy 97- US Hwy 26 Section 2.75 County Jefferson

Length 2.75 Name Bergstedt

ind Of Work Paving

6-19-81
Bw

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization (9%) | | All | All | — | 10,200$^{00}$ |
| Temporary Protection and Direction of Traffic | | All | All | — | 2,000$^{00}$ |
| Temporary Signs | | Sq.Ft. | 188 | 6$^{00}$ | 1,128$^{00}$ |
| Temporary Barricades | | Each | 12 | 100$^{00}$ | 1,200$^{00}$ |
| Flagmen | | Hour | 200 | 23$^{50}$ | 4,700$^{00}$ |
| Roadworks | | | | | |
| Class "B" Asphalt Concrete Mixture | | Ton | 11,880 | 15$^{00}$ | 178,200$^{00}$ |
| Asphalt Cement in Mixture | | Ton | 770 | 186$^{00}$ | 143,220$^{00}$ |
| Asphalt in Tack Coat | | Ton | 15 | 250$^{00}$ | 3,750$^{00}$ |
| Extra for Asphalt Approaches | | Each | 11 | 250$^{00}$ | 2,750$^{00}$ |

9333

2,

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-1-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B400(1)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00012

2A. COUNTY NAME Jefferson

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Secondary B400

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

U.S. Highway 97 - U.S. Highway 2 96 (Madras) Adams Drive Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain and oil surface

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of June 29, 1981 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $498,200 Federal Funds $439,162 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated June 23, 1981 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR

| Info | Invest | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

0717

7/10

14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

6-81

9333

```
                      TOT      P1                                          44.12                   109.43
                   ** JOB TOTALS **                       **               44.12  **               109.43  **


TOTAL TO DATE JOB COST SUMMARY                                             JUNE 1981            PAGE  895
                                                                             FISCAL              GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE

  US HIGHWAY 97-US HIGHWAY 26     CONT NO          FA PROJ NOS RS  400001 100                                          STATE
                                       516    1976      294       00 N 1                          1,139.64
                                       516    1976      296       00 N 9       454.76CR          31,454.01CR         48,587.33CR
                                       516    1976      297       00 N 9                         .1,840.00             1,840.00
                                       516    1976      298       00 N 9       454.76            29,614.01            46,747.33
                                       516    1976      901       00 P 1        94.86             2,380.92             2,380.92
                                       516    1976      903       00 P 1                         29,636.92            48,630.97
                                       516    1976      905       00 P 1       336.86               336.86               336.86
                                       516    1976      910       00 P 1       273.45             1,322.58             1,551.43
                                       516    1976      911       00 P 1                            118.16               306.17
                                       516    1976      920       00 P 1          .43                15.42                29.49
                                       516    1976      923       00 P 1                             30.61                44.68
                                                        TOT       P1           705.60            33,841.47            53,280.52
                                                        TOT       N1                              1,139.64
                                                     ** JOB TOTALS **          705.60  **        34,981.11  **        53,280.52  **

                    0016490000063081 CONT NO       FA PROJ NOS RRS 710001 100                                          STATE
                                       517    1907      296       00 N 9                          1,670.13CR           2,570.13CR
                                       517    1907      298       00 N 9                          1,670.13             2,570.13
                                       517    1907      901       00 P 1                             51.07             2,632.92
                                       517    1907      901       00 N 1          1.48                1.48                 1.48
                                       517    1907      905       00 P 1                                                  71.17
                                       517    1907      914       00 P 1                                                 111.67
                                       517    1907      915       00 P 1                                                  34.95
                                       517    1907      926       00 P 1                              4.99                 4.99
                                                        TOT       P1                                56.06             2,855.70
                                                        TOT       N1              1.48                1.48                 1.48
                                                     ** JOB TOTALS **             1.48  **           57.54  **         2,857.18  **

  APPLEGATE RV BR FISH HATCH RD CONT NO          * FA PROJ NOS RS  323001 100                                          STATE
                                       517    1910      296       00 N 9                                              50,956.35CR
                                       517    1910      298       00 N 9                                              50,956.35
                                       517    1910      901       00 P 1                                              14,281.43
                                       517    1910      901       00 N 1                                                 181.61
                                       517    1910      905       00 P 1                                               7,227.45
                                       517    1910      906       00 P 1                                              23,804.18
                                       517    1910      909       00 P 1                                                 984.71
                                       517    1910      910       00 P 1                                               1,514.98
                                       517    1910      913       00 P 1                                                   8.23
                                       517    1910      914       00 P 1                                                  62.23
                                       517    1910      918       00 P 1                                               1,622.86
```

Section US Hwy. 97 - US Hwy 26 Sec. Programming Estimate $ [illegible]
9333
Highway FAS B400 (A[illegible]ms Drive) Project Length 2.75 miles
County Jefferson Completion Time 100 Cal Days
Kind of Work Paving Est. Comp. Date 12-1-81
Prefix 516-1976 Letting Date July 23, 81 Project No. RS-B400 (1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

tract Amount . . . . $ 347,148.00

**ROUTING SLIP—DEPT. OF TRANSPORTATION** Date: 6-23-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number
Resident Engineer

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0022 (6-80) SP*71282-734

2,200
20,000
$ 22,200

Subtotal $ 369,348.00

Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . 16,620.66

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . . . . . . . . . . . . . . 33,241.32

Subtotal $ 419,209.98

Credit for ________ . . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . . . . . . . . . . . . . . $ 419,209.98

APPROVED 6% of $419,209.98 = $25,152.60

Est. county's advance deposit will be approx. $25,100.00

Road Design Engineer

Section US Hwy. 97 - US Hwy 26 Sec. Programming Estimate $ [illegible]

Highway FAS B400 (Adams Drive) Project Length 2.75 miles

County Jefferson Completion Time 100 Cal Days.

Kind of Work Paving Est. Comp. Date 12-1-81

Prefix 516-1976 Letting Date July 23, 81 Project No. RS-B400 (1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 347,148 00

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | 2,200 |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished | |
| Roadside Seeding & Mulching | |
| Asphalt Cement Adjustment | 20,000 |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing (Engineering) | |
| "OPTICOM" Testing (Engineering) | |
| Bikeway Signs | |

Adjust Utilities:

$ 22,200

Subtotal $ 369,348 00

Contingencies (4-1/2%) . . . . 16,620 66

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . 33,241 32

Subtotal $ 419,209 98

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 419,209 98

APPROVED 6% of $419,209.98 = $25,152.60

Est. county's advance deposit will be approx. $25,100 00

Road Design Engineer

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

ction US Hwy 97 - US Hwy 26 Section 2.75 County Jefferson

ind Of Work Paving Length 2.75 Name Bergstedt

6-19-81
Bw

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization (9%) | | All | All | — | 10,200$^{00}$ |
| Temporary Protection and Direction of Traffic | | All | All | — | 2,000$^{00}$ |
| Temporary Signs | | Sq.Ft. | 188 | 6$^{00}$ | 1,128$^{00}$ |
| Temporary Barricades | | Each | 12 | 100$^{00}$ | 1,200$^{00}$ |
| Flagmen | | Hour | 200 | 23$^{50}$ | 4,700$^{00}$ |
| Roadwork | | | | | |
| Class "B" Asphalt Concrete Mixture | | Ton | 11,880 | 15$^{00}$ | 178,200$^{00}$ |
| Asphalt Cement in Mixture | | Ton | 770 | 186$^{00}$ | 143,220$^{00}$ |
| Asphalt in Tack Coat | | Ton | 15 | 250$^{00}$ | 3,750 |
| Extra for Asphalt Approaches | | Each | 11 | 250$^{00}$ | 2,750 |

9333

6-16-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B400(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00012

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/16/81
8. FEDERAL ROUTE NUMBER Secondary B400
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
U.S. Highway 97 - U.S. Highway 26 (Madras) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/5/81 I approve the program change as follows:

1) Character of Proposed Work: Change to read "PE & High-Type Pavement".

2) Work Type: Change to read "6204".

3) Project Data: Change 2) to read "High-type pave a 32-foot section to accommodate two 12-foot travel lanes with 4-foot shoulders and perform incidental work common to this type of project. Adjustment of utilities as required.

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

orig to 6/18

14. DATE 6/16/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9333

Jefferson Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/16/81
Donald L Rount

July 23, 1981 Bid Letting ____________ All Clear Deadline

SECTION US Hwy 97-US Hwy 26
Highway FAS B400, Adams Drive
County Jefferson County Region 4
Type of Work Overlay Funds FAS-C
State___ Consultant ___ Plans Avail.___Yes ___No

RS-B400(1)

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | 2 EXC |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

9333

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

In Reply Refer to
File No.:
PRO 6-2

June 5, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Revised Project Data
Item No. 00012
Project No. RS-B400(1)
US Hwy. 97-US Hwy. 26 Section
Jefferson County

Revisions to the project data submitted October 23, 1979 are as follows:

1) Character of Proposed Work: Change to read "PE & High-Type Pavement".
2) Work Type: Change to read "6204".
3) Project Data: Change 2) to read "High-type pave a 32-foot section to accommodate two 12-foot travel lanes with 4-foot shoulders and perform incidental work common to this type of project. Adjustment of utilities as required.

The County widened the existing roadway, which work consisted of grade, drain and place cement treated base.

JLG:bkc

cc: H. Reynoldson
General Files

43-33

**REVISED**

# OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: U.S. Hwy. 97 - U.S. Hwy. 26 (Madras)
Highway: Adams Drive F.A.S. B 400
County: Jefferson
Prefix: 516-1976
Res. Engr. W. W. Robertson

Date April 30, 1981
Twenty Year Traffic Coefficient 6.5
18 kip s.a. per day 9
R Value 35 +
Frost Penetration 30"±
CBE Total Requirement 15.0"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0" |
| 4.0" | A.C.W.S. | 8.0" |
| 10.0" | S.C. (To be placed by others) | 15.0" |
| *15.5" | | 26.0" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

* Total thickness increased to equal approximately one-half the reported frost penetration.

G.

9333

516

Form 81-734-3410

OREGON STATE HIGHWAY DIVISION

## Right of Way Section

INTER-OFFICE COMMUNICATION

RS- B400()

File No.

To Frank Lowe

Date May 5, 1981

From Harold Brainerd

Subject Programming Estimate

Harold Reynoldson has requested a right of way programming estimate for U. S. Highway 97-U. S. Highway 26 Section, Adams Drive, Jefferson County, Highway No. 516 - Prefix 516-1976 - as follows:

| | | |
|---|---|---|
| Land | - | $2,500.00 |
| Appraisal Expense | - | 750.00 |
| Total | - | $3,250.00 |

No relocation on project. County will negotiate.

RIGHT OF WAY ADMINISTRATION

**RECEIVED**

MAY - 6 1981

☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
☐ FmS ☐ AS ☑ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

County has POE on all files

To Cliff 5-6-81
Need map - Contacted Region

9333

4-16-81

~~FAS~~ FAS 385

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

**NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE**

DATE

PREFIX 516-1976

## 1 - IDENTIFICATION

Amended Prospectus

PROJECT NAME U. S. 97 - U. S. 26

HIGHWAY NAME Adams Drive

HIGHWAY NUMBER B-400

| | | | |
|---|---|---|---|
| REGION 4 | ADMINISTRATIVE DISTRICT 10 | COUNTY Jefferson | CITY |
| LENGTH 2.75 | MILEPOST NUMBER 0 TO 2.75 | ☒ RURAL | ☐ URBAN |

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Jefferson County

TYPE OF FUNDS ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

County forces will grade and cement-treat subgrade. This revised project involves an A.C. overlay only.

RECEIVED
APR 28 1981
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

☐ Do Not File
Return To
Bring Up / /
Action

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 950

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☒ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH) 40

DESIGN STANDARDS AASHTO

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

**APPROVED**
Frank E. Terpin
Location Engineer
Date 4/16/81

FORM 734-1730 (12-78) Page 1

## 3 - FEATURES

| | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 - 10' | 2 - 12' A.C. |
| SHOULDERS | 2 - 4' gravel | 2 - 4' A.C. |
| MEDIANS | No | No |
| PARKING LANES | No | No |
| SIDEWALKS | No | No |
| BIKEWAYS | No | Shldr. Bikeway |
| INTERCHANGES | No | No |
| OTHER: | | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ |
| River ______ | ☐ | ☒ | ☐ |
| Stream ______ | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☒ | ☐ | ☐ |
| Simple Acquisition | ☒ | ☐ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☒ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☒ | ☐ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing ____________ | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source Commercial | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ |

Type Power, telephone, water,
Natural gas

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☐ | ☒ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☐ | ☒ | ☐ |
| Old Survey Available | ☒ | ☐ | ☐ |
| Requires Vicinity Map | ☐ | ☒ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY<br>APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY | ☐ | ☒ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 3 ) | Comp. |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | 1 |
| RIGHT-OF-WAY ACQUISITION | ( ) | 2 |
| P.S. & E. DOCUMENTS | ( ) | 3 |
| RECOMMENDED CONSTRUCTION DATE | July or Aug. 1981<br>(Region) | 10 Aug. '81<br>(Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| Asphalt Concrete | | 4" |

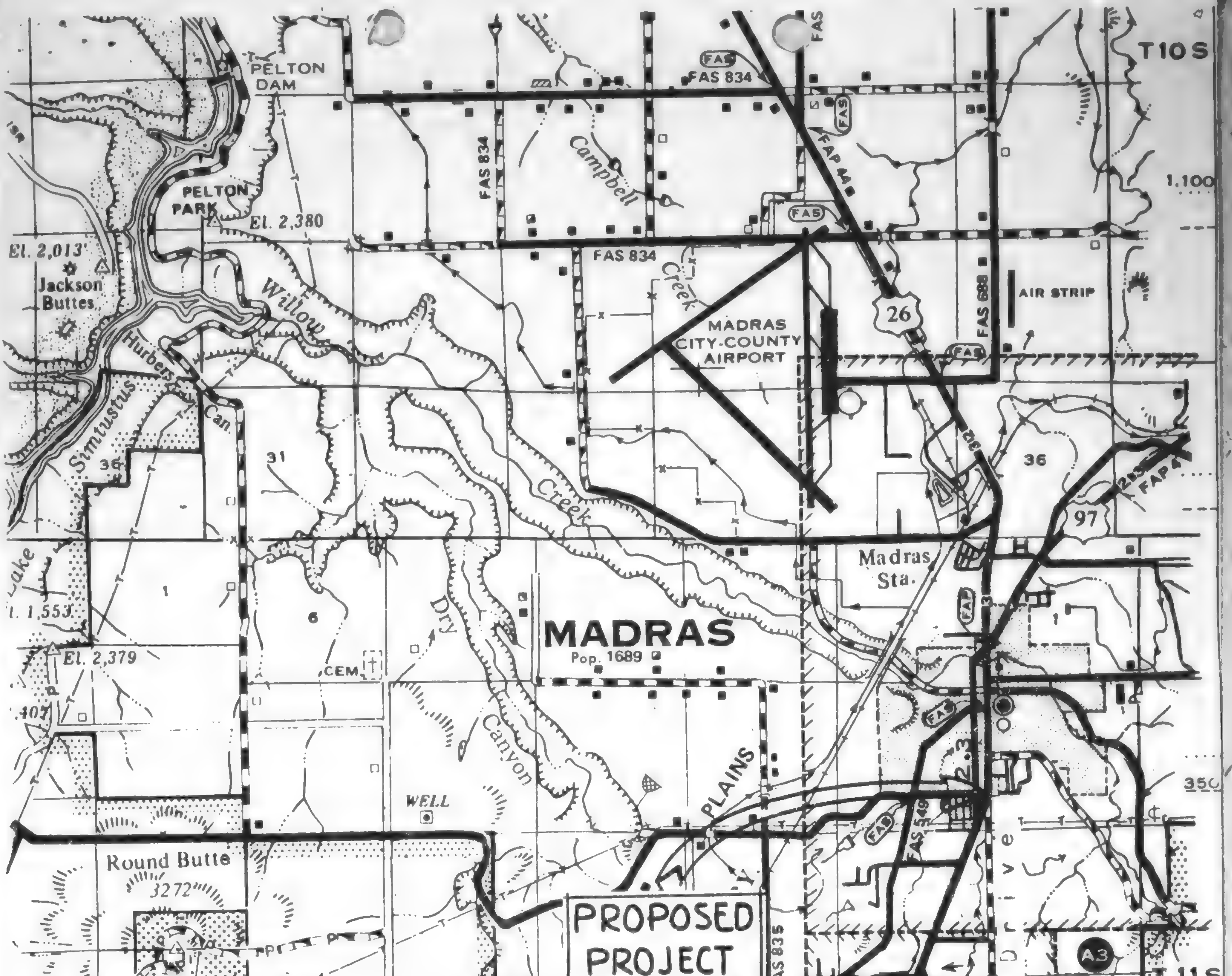
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | 15,000. | 62,800 |
| RIGHT OF WAY | 18,000. | |
| TRAFFIC CONTROL | 16,000. | |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | | |
| ROADWAY | 390,000. | |
| OTHER ______ | | |
| ENGINEERING & CONTINGENCIES | 82,000. | |
| PROJECT TOTAL | 521,000. | |

SUBMITTED BY ______


T10S
PELTON DAM
FAS 834
FAS
FAP 44
Campbell
Creek
PELTON PARK
El. 2,380
El. 2,013'
Jackson Buttes
Willow
Creek
MADRAS CITY-COUNTY AIRPORT
26
FAS 688
AIR STRIP
1,100
Simtustus
Huberts Can
36
31
1
6
97
FAP 4
Madras Sta.
Lake
El. 1,553
El. 2,379
407
MADRAS
Pop. 1689
CEM
Dry
Canyon
WELL
PLAINS
350
Round Butte
3272
PROPOSED PROJECT
FAS 835
FAS 548
AIRSTRIP
FAS 385
Adams Drive
A3
T 11S
A4
LITTLE
Dry
Canyon
97
T.V. TOWER
FAS 548
GERMAN CEMETERY
METOLIUS
Pop. 270
26
WELL
FAS 549
FAS 660
660
36
31
6
1

9333 4-6-81

U.S. 97 - U.S. 26

ADAMS DRIVE
FAS-C B-400

JEFFERSON COUNTY

## LOCATION NARRATIVE

This survey begins at the intersection with U.S. 97, The Dalles-California Highway (Sta. 0+00), and traverses 2.75 miles almost due south to the intersection of U.S. 26, Madras-Prineville Highway. (Sta. 145+20).

The proposed project will be an asphaltic concrete overlay only. There will be 11 road connections to pave. Jefferson County will add crushed rock to dress the shoulders after the paving is completed.

The original scope of this project was to grade, cement-treat the subgrade, and place an oil mat. The location survey was completed by the County Surveyor. The costs had escalated to a point where the County officials decided to modify the project. The County now intends to utilize the original location data to do the grading and cement-treated subgrade at their own expense.

4-6-81
Cliff Please
Program
JR

The County anticipates completing the grading and CTS no later than June 30, 1981, so this overlay project could be let in July.

Due to the close proximity of commercial material sources, the designation of prospective sources is not being considered.

JRHagedorn
John R. Hagedorn
Region Federal Aid Engineer

JRH:pw

## QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheet

Section U.S. 97- U.S. 26 Uni

ghway ADAMS DRIVE FAS-C B400 County JEFFERSON Prefix 516-1976

NGTH 2.75 MILES Computations by J. HAGEDORN Date 3/25/81

| | | |
|---|---|---|
| ROADWORK | | $ 421,445. |
| STRUCTURES: | | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| TOTAL: STRUCTURES | | $ — |
| ADDITIONAL ANTICIPATED ITEMS | | |
| PERM. STRIPING | $ 1,760. | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| TOTAL: ADDITIONAL ANTICIPATED ITEMS | | $ 1,760. |
| TOTAL : * | | $ 423,205. |
| 20 % ENGINEERING AND CONTINGENCIES | | $ 84,641. |
| RIGHT-OF- WAY | | $ 6,000. |
| TOTAL ESTIMATED COST | | $ 513,846. |

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section U.S. 97 - U.S. 26
Unit
Highway ADAMS DRIVE FAS-C B400
County JEFFERSON
Prefix 516-1976
LENGTH 2.75 MILES
Computations by J. HAGEDORN
Date 3/25/81

| ITEM | UNIT | QUANTITY | UNIT COST | $ AMOUNT |
|---|---|---|---|---|
| Mobilization | Lump Sum | 9% | | 34,171. |
| Temp. Pro. & Dir. Traffic | Lump Sum | 2% | | 7,594. |
| Temp. signs | Sq. ft. | 300 | 6.00 | 1,800. |
| Flagman | hours | 160 | 23.50 | 3,760. |
| Pilot Car | hours | 80 | 30.00 | 2,400. |
| Cl. "B" A.C. Mix | Ton | 11,881 | 18.00 | 213,858. |
| AR Asph. in mixture | ton | 772 | 196.00 | 151,312. |
| Tack coat | ton | 13 | 250.00 | 3,250. |
| Ext. for A.C. apprs. | each | 11 | 300.00 | 3,300. |

PAGE TOTAL ......... $ 421,445.

OREGON STATE HIGHWAY DEPARTMENT

# LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 516-1976 Highway Adams Drive (B400) Section U.S. 97 - U.S. 26

Highway Class County Road FAS-C Date 3/ /81

| Yes | No | N/A* | |
|---|---|---|---|
| | | | 1. Are the following being submitted? |
| ☒ | ☐ | ☐ | a. Detail Map (Hard Copy). SKETCH |
| ☐ | ☐ | ☒ | b. Small Scale Ownership Map. |
| ☐ | ☐ | ☒ | c. Abandonment Map. |
| ☐ | ☐ | ☒ | d. Vicinity Maps (PUC and Structures). |
| ☐ | ☐ | ☒ | e. RR Encroachment Maps and Cross Sections. |
| ☐ | ☐ | ☒ | f. Interchange Layout Sheets. |
| ☐ | ☐ | ☒ | g. Location Profile. |
| ☐ | ☐ | ☒ | h. Located Line Cross Sections. |
| ☐ | ☐ | ☒ | i. Mass Diagram. |
| ☒ | ☐ | ☐ | j. Earthwork and Other Calculations to Support Estimate. |
| ☐ | ☐ | ☒ | k. Field Notes. |
| ☐ | ☐ | ☒ | l. Coordinate Sheets. |
| ☐ | ☐ | ☒ | m. Clearing and Grubbing Chart. |
| ☐ | ☐ | ☒ | n. Report on Bench Mark Recoveries (Form E-369) |
| ☐ | ☐ | ☒ | (1) Description of Bench Mark (Form E-185). |
| ☐ | ☐ | ☒ | (2) Report on Condition of Bench Mark (Form E-186). |
| ☐ | ☐ | ☐ | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| ☐ | ☐ | ☐ | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| ☐ | ☐ | ☐ | q. Property Appraisal and justifications for alternate facilities. |
| ☐ | ☐ | ☒ | r. Preliminary Soils and Material Report. |
| ☐ | ☐ | ☒ | s. Statement of Source of Materials and Stockpile Site (Form E-368). Commercial Source |
| ☐ | ☐ | ☒ | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| ☐ | ☐ | ☒ | u. Estimate for Movement of Utilities. |
| ☒ | ☐ | ☐ | v. Quantity Summary. |
| ☒ | ☐ | ☐ | w. Cost Estimate. |
| ☒ | ☐ | ☐ | x. Narrative Report of Survey. |
| ☐ | ☐ | ☒ | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| ☐ | ☐ | ☒ | 3. Have all required temporary easements been designated as to area, type and duration? |
| ☐ | ☐ | ☒ | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| ☐ | ☒ | ☐ | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| ☒ | ☐ | ☐ | 6. Have you investigated drift conditions (snow and sand)? |
| ☐ | ☒ | ☐ | 7. Are there slide conditions apparent? |
| ☒ | ☐ | ☐ | 8. Have you been over this project with a Soils representative? |
| ☒ | ☐ | ☐ | 9. Have you been over this project with a R/W representative? |
| | | | 10. Has a typical section of the following been platted on the location profile? SKETCH MAP |
| ☒ | ☐ | ☐ | a. Roadbed Grading, with Surfacing. |
| ☐ | ☐ | ☒ | b. Retaining Walls. |
| ☐ | ☐ | ☒ | c. Slope Benching. |
| ☐ | ☐ | ☒ | d. Hand Placed Slopes. |
| ☐ | ☐ | ☒ | e. Rip Rap Work. |
| ☐ | ☐ | ☒ | f. Irrigation Ditches. |
| ☐ | ☐ | ☒ | g. Special Drainage Ditches. |
| ☐ | ☐ | ☒ | h. Channel Changes. |
| ☐ | ☐ | ☒ | i. Flumes. |
| ☐ | ☐ | ☒ | j. Sidewalks, Curbs and Gutters. |
| ☐ | ☐ | ☒ | k. Tunnel (Drainage). |
| ☐ | ☒ | ☐ | 11. Is relocation of a scale site necessary? |
| ☐ | ☒ | ☐ | 12. Does this project involve construction of a frontage road? |
| ☐ | ☒ | ☐ | 13. Will there be unusual difficulty in handling traffic during construction? |
| ☒ | ☐ | ☐ | 14. Have all important alignment points been referenced? |
| ☒ | ☐ | ☐ | 15. Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature J.R. Hayden
Locating Engineer

Address Bend —

(Rev. 2-79)
DEPARTMENT
ANSPORTATION

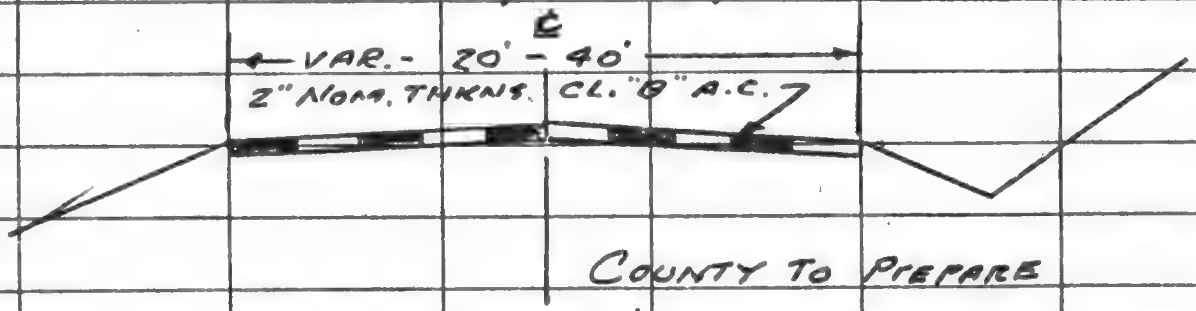
**TABULATION SHEET**

SHEET 1 OF 1 SHEETS

U.S. 97 - U.S. 26
ADAMS DRIVE - B400 FAS-C
JEFFERSON COUNTY

PROJECT LIMITS - STA. 0+00 - 145+20

| STREET NAME | STA. | | AVER. SQ. FT. |
|---|---|---|---|
| "J" (Lt.) | 10+00 | | 888 |
| "J" (Rt.) | 10+00 | | 936 |
| BARD LANE | 30+70 | | 5376 |
| DEE LANE | 53+45 | | 340 |
| JUNIPER LANE | 78+30 | | 2064 |
| CRESTVIEW (Lt.) LANE | 85+50 | | 4704 |
| CRESTVIEW (Rt.) LANE | 85+50 | | 2160 |
| BARBER RD. | 97+02 | | 1530 |
| CASCADE LANE | 99+57 | | 1012 |
| DOVER (Lt.) LANE | 128+65 | | 1440 |
| DOVER (Rt.) LANE | 128+65 | | 800 |
| | | TOTAL | 21,250 SQ. FT. |



COUNTY TO PREPARE
w/ 6" CRSE BASE & 2" LEVEL CRSE.

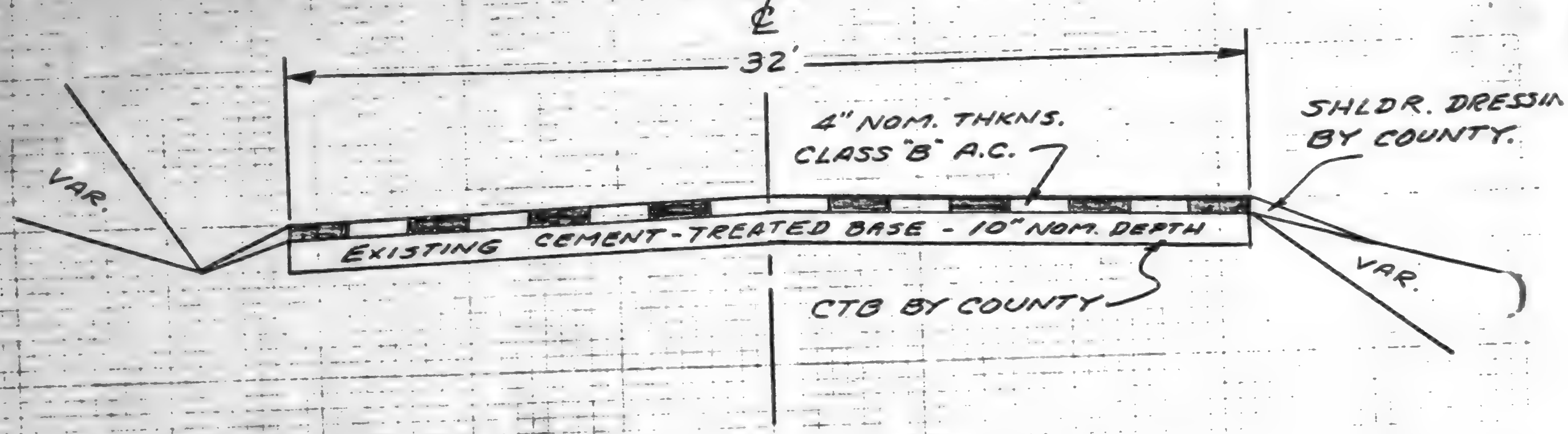
COMPUTATIONS;

A.C. MIX - $.1667 \times \frac{21,250}{2,000} \times 150 = 266$ tons

LIQUID ASPHALT - $266 \times .065 = 17.3$ tons

EXTRA FOR A.C. APPROACHES = 11 ONLY

# TYPICAL SECTION


℄
32'
4" NOM. THKNS.
CLASS "B" A.C.
SHLDR. DRESSIN
BY COUNTY.
VAR.
EXISTING CEMENT-TREATED BASE - 10" NOM. DEPTH
CTB BY COUNTY
VAR.

STA. 0+00 - 145+20

COMPUTATIONS:

CL. "B" MIX — $\frac{.3333 \times 14,520}{2,000} \times 32 + 150 = 11,615$ TONS

266 APPR. RDS.

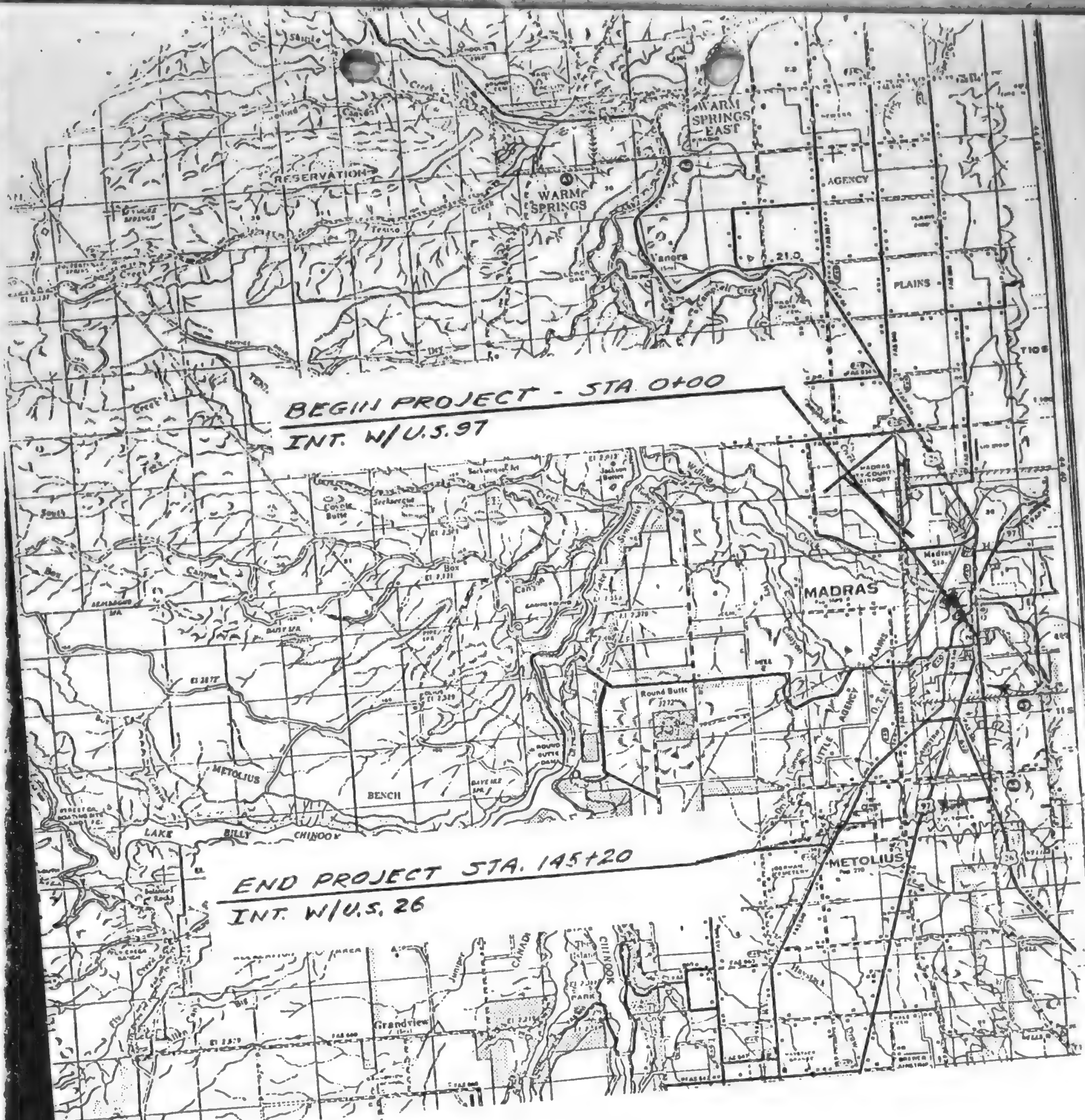
11,881 TOTAL A.C. MIX - TONS

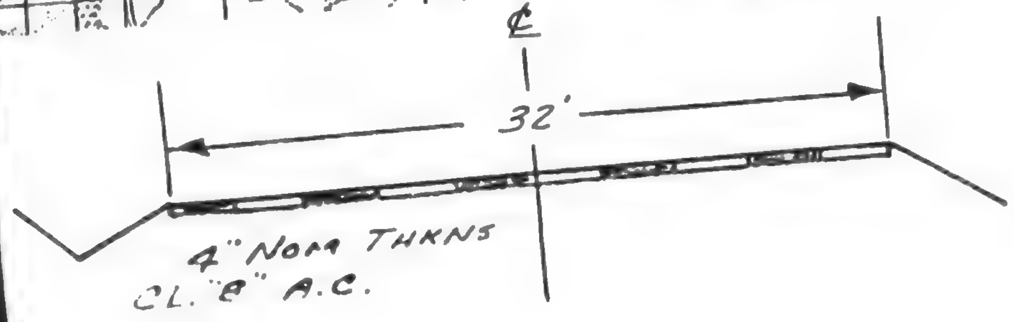
LIQUID ASPH. IN MIX - .065 × 11,615 = 755 TONS

17 APPR. RDS.

772 TONS TOTAL

TACK - $\frac{\left(\frac{14,520 \times 32}{9}\right).06}{245} = 13$ TONS TOTAL


WARM SPRINGS EAST
RESERVATION
WARM SPRINGS
AGENCY
PLAINS
T10S
BEGIN PROJECT - STA. 0+00
INT. W/U.S.97
MADRAS
Round Butte
METOLIUS
BENCH
LAKE BILLY CHINOOK
END PROJECT STA. 145+20
INT. W/U.S. 26
METOLIUS
CHINOOK
Grandview


℄
32'
4" Nom Thkns
Cl. "B" A.C.

U.S. 97 – U.S. 26
ADAMS DRIVE
FAS-C 8400
JEFFERSON CO.
MARCH, 1981
J.R. [illegible]

9333

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: ~~March 16, 1981~~
April 1, 1981

FROM: JRHagedorn
J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT:
U.S. 97 - U.S. 26
Adams Drive
Jefferson County

Hal: 4-3-81

As related to you earlier, the scope of this project has changed considerably. The original concept of a project consisting of grading, cement-treated subgrade and oiling, has evolved, at the County's request, to a simple A.C. overlay.

The County will do the grading and cement-treat the subgrade, add shoulder material, and in fact do all but the paving.

I am attaching a revised project request and location prospectus. Also, I will shortly submit the location survey for the down-scoped project.

JRH:pw

Enclosures

cc: Terpin
Gifford

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

DATE March 16, 1981

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME U. S. 97 - U. S. 26

HIGHWAY NAME Adams Drive

HIGHWAY NUMBER

| | | | |
|---|---|---|---|
| REGION<br>4 | ADMINISTRATIVE DISTRICT<br>10 | COUNTY<br>Jefferson | CITY |

LENGTH 2.75

MILEPOST NUMBER 0 TO 2.75

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Jefferson County

TYPE OF FUNDS ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

County forces will grade and cement-treat subgrade.

This revised project involves an A.C. overlay only.

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 95%

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☐ | ☒ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH) 40

DESIGN STANDARDS

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

## 8 - FEATURES

| | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 - 10' | 2 - 12' A.C. |
| SHOULDERS | 2 - 4' gravel | 2 - 4' A.C. |
| MEDIANS | No | No |
| PARKING LANES | No | No |
| SIDEWALKS | No | No |
| BIKEWAYS | No | No |
| INTERCHANGES | No | No |
| OTHER: | | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ |
| River __________ | ☐ | ☒ | ☐ |
| Stream __________ | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☒ | ☐ | ☐ |
| Simple Acquisition | ☒ | ☐ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☒ | ☐ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☐ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☐ | ☐ |
| Coast Guard | ☐ | ☐ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☐ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☒ | ☐ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source Commercial | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ |

Type Power, telephone, water,
Natural gas

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☐ | ☒ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☐ | ☒ | ☐ |
| Old Survey Available | ☒ | ☐ | ☐ |
| Requires Vicinity Map | ☐ | ☒ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

TO BE PERFORMED BY

| | APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT–OF–WAY | ☐ | ☒ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | | |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | | |
| CORRIDOR APPROVAL | | |
| FIELD SURVEY | 3 | 1 |
| PRELIMINARY DESIGN | | |
| DESIGN APPROVAL/FINAL EIS | | |
| RIGHT-OF-WAY DESCRIPTIONS | | |
| RIGHT-OF-WAY ACQUISITION | | |
| P.S. & E. DOCUMENTS | | |

RECOMMENDED CONSTRUCTION DATE July or Aug. 1981 (Region) ____________ (Salem)

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| Asphalt Concrete | | 4" |

## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | 15,000. | |
| RIGHT OF WAY | 18,000. | |
| TRAFFIC CONTROL | 16,000. | |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | | |
| ROADWAY | 390,000. | |
| OTHER ______ | | |
| ENGINEERING & CONTINGENCIES | 82,000. | |
| PROJECT TOTAL | 521,000. | |

SUBMITTED BY ______________________

## FEDERAL AID PROJECT REQUEST

Date 3/16/81

Applicant Agency Jefferson County

Request for: Off-System____, FAS-C X , FAUS____ Project

Federal Aid Route No. B-400 Route Name Adams Drive

Project Name U.S. 97 - U.S. 26 Adams Drive

Project Length 2.75 miles Project Location (Attach sketch map)

Project Description A.C. overlay of cement-treated subgrade

Average Daily Traffic 950 Design Speed 40

**Complete Applicable Sections:**

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Oil Travel Lanes 2 Shoulders 2' - 4' gravel

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' AC Travel Lanes 2 - 12' Shoulders 2 - 4'

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No____

3. Will additional right-of-way be needed? Yes X No____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____

Remarks 3 parcels County is negotiating for permits of entry and subsequent acquisition.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? County

4. **Permanent Striping:**

Include in project or by applicant? Include in project.

IV. **ILLUMINATION DATA**

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type

Remarks

V. **STRUCTURE DATA**

1. **Existing Structure:**

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement County Road Department
Office
2. Environmental County Road Department
Office
3. Public Hearing County Road Department
Office

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes X No________
If "yes," describe briefly: Grade and cement-treat subgrade prior, and dress shoulders after.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 390,000. |
| Right-of-way costs (if participating) | |
| Traffic control | 16,000. |
| Illumination | |
| Structures | |
| Railroad | |
| Other Const, Engr. & contingencies (20%) | 82,000. |
| Preliminary engineering | 15,000. |
| PROJECT TOTAL | $ 503,000. |

Remarks Authority for Survey has been previously approved.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Jefferson COUNTY

By________ By Herschel Read

By________ By Gordon Galbraith

By Helmer C. Hallan

(1976)

9333 3-17-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B400(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jefferson

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00012

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/17/81
8. FEDERAL ROUTE NUMBER Secondary B400
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
U.S. Highway 97 - U.S. Highway ~~9~~26 (Madras) Section (County Road - Adams Drive)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 3/4/81 I approve the revised Preliminary Engineering Costs to a TEC of $62,800 Federal Funds $55,358.

(Increase TEC $20,000 Federal Funds $17,630)

Orig to
3-20-81

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO Moehring
FOR

14. DATE 3/17/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9333

STATE OF OR ON

INTEROFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: February 11, 1981

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT:
Authority for Survey No. 2
Request for additional 901 funds
U.S. Highway 97 - U.S. Highway 26
Adams Drive (Co. Rd. No. 691) FAS - B-400
Jefferson County

This location survey was done by the Jefferson County Surveyor. While I do not have a total accounting of his time and cost, I do know that a good deal of money and time was spent in researching the R/W aspects of the project. The existing road was not constructed on the alignment that was eventually found to be the R/W of record.

The existing road is a "roller-coaster" in terms of gradients, with several street connections and numerous road approaches. This made the final design more difficult.

These facts, plus a possibility of some inexperience in this kind of survey by the County Surveyor, account for part of the costs over the original authority.

Also, with the estimate of $800,000. for the bid items, and using the 10% rule of thumb (Bob Ewen's) for P.E. (50% for function 901), the additional amount is not that great.

While the above may not be considered justifications for the overrun, they are reasons. If you wish, I will try to make an analysis of the County's time and costs when I receive the remainder of their records. Please advise.

JRH:pw
Enclosures

Bp

Form E-39 (Rev. 9-71)

LOCAL

9333

OREGON STATE HIGHWAY DIVISI

# AUTHORITY FOR SURVEY

Section U.S.Highway 97, U.S.Highway 26

Date February 10, 19 8

Highway Adams Drive (County Rd. No. 691) - FAS B-400

Authorization No. 2

County Jefferson

Survey Prefix 516-1976 (Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at intersection of U.S.Highway 97 and Adams Drive (County Road #691, FAS-C B-400); thence southerly 2.75 miles to the intersection of Adams Drive and U.S. Highway 26.

Proposed:

Reconstruct existing 22' - 24' road w/poor sight distance.

New roadway to be a 32' wide shoulder to shoulder 0-11 oil mat w/improved sight distance.

Purpose of survey:

To prepare plans, specifications and estimate of cost

County to perform location survey.

Preliminary and final design to be performed by State.

RS-B400(1)
11-8-79

| | | Estimate of Co |
|---|---|---|
| Field Survey | (901) | $ 2,000. |
| Citizen Participation | (902) | |
| City or County | (903) | 50,000. |
| Consultant | (904) | |
| Final Design | (905) | 4,000. |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | 2,000. |
| Soils and Geology | (910) | 1,000. |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison | (913) | 1,000. |
| Utility | (914) | 500. |
| Photogrammetry | (916) | |
| Location Studies | (918) | 500. |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | 200. |
| Specifications | (921) | 1,200. |
| Environmental | (923) | 200. |
| Foundation Exploration | (926) | |
| Adm.Serv.(Engineering) | (922) | 200. |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 62,800.

Previous authorization . . . . . . . . . 42,800.

Additional authorization requested . . . . 20,000.

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:
Field Engineer

Recommended for Approval:
Frank E. Pepin
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
J H Westerg for 3-18-81
Assistant State Highway Engineer

SP*23604-734

RP

9333

**Jefferson County**
**Madras, Oregon 97741**
OFFICE OF COUNTY SURVEYOR

## STATEMENT OF SURVEYING SERVICES

Survey Costs for August, 1980

| LABOR | Man-Hours | Total Cost |
|---|---|---|
| Gathering Field Data | 91 | $ 1761.01 |
| Preparation of Plans | 122 | 2163.39 |
| Secretarial | 2 | 30.00 |
| Plan Review & Meetings | 6 | 210.00 |
| TOTALS | 221 | $ 4164.40 |

| EQUIPMENT | | | |
|---|---|---|---|
| Electronic Distance Meter | $165.00 | | |
| | | TOTAL | $ 4329.40 |

Survey Costs for September, 1980

| LABOR a | Man-Hours | Total Cost | |
|---|---|---|---|
| Gathering Field Data | 64½ | $ 1284.37 | |
| Preparation of Plans | 156½ | 3555.01 | |
| Plan Review & Meetings | 6 | 210.00 | |
| TOTALS | 227 | $ 5049.38 | $ 5049.38 |
| | | TOTALS | $ 9378.78 |

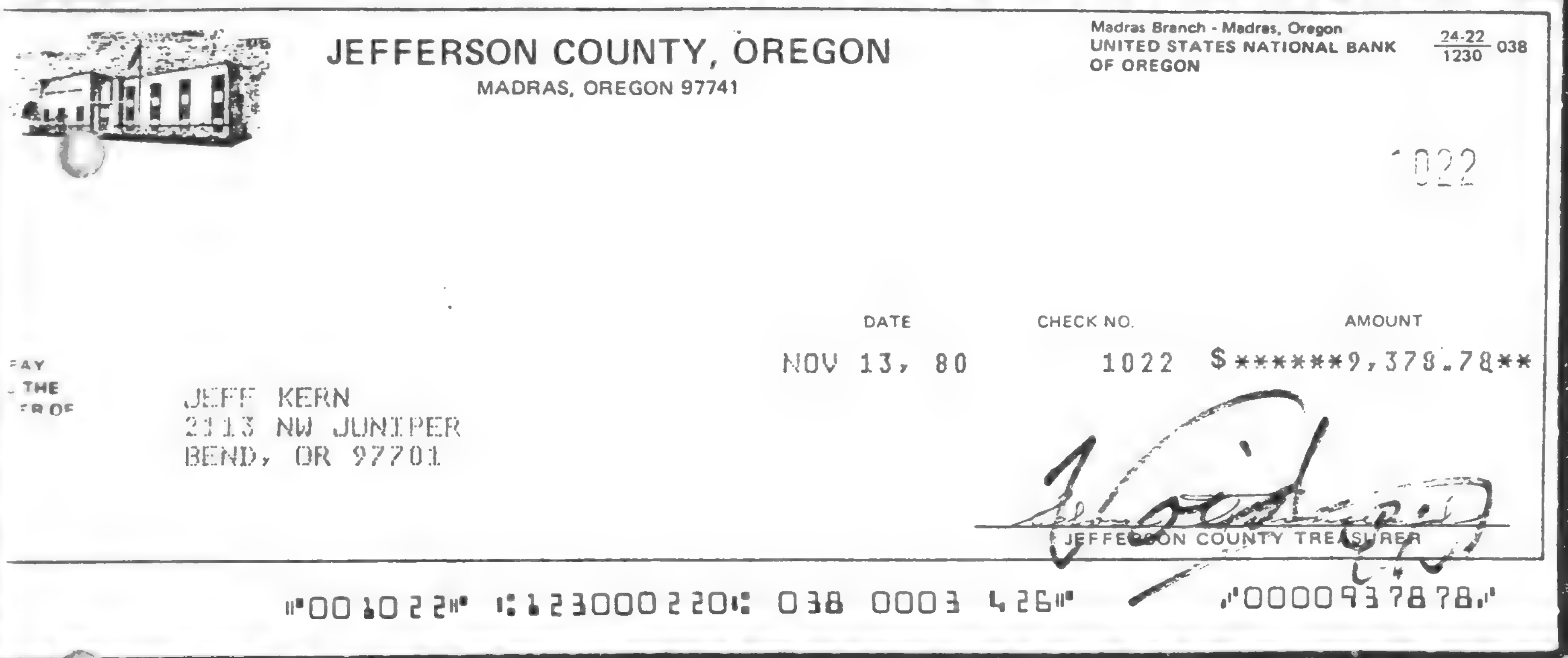
PROJECT TITLE: So. Adams Drive

Prepared by: Jeff Kern
County Surveyor

Date: 10-23-80

APPROVED BY

, Region Fed Aid Engr.
12/31/80



**JEFFERSON COUNTY, OREGON**
MADRAS, OREGON 97741

Madras Branch - Madras, Oregon
UNITED STATES NATIONAL BANK
OF OREGON

$\frac{24\text{-}22}{1230}$ 038

1022

| DATE | CHECK NO. | AMOUNT |
|---|---|---|
| NOV 13, 80 | 1022 | $******9,378.78** |

AY
THE
ER OF

JEFF KERN
2113 NW JUNIPER
BEND, OR 97701

JEFFERSON COUNTY TREASURER

⑈001022⑈ ⑆123000220⑆ 038 0003 426⑈ ⑈0000937878⑈

9333

L.

AGR

**STATE OF OREGON**

Highway Division
DEPT

TELEPHONE

**INTEROFFICE MEMO**

TO: Harold G. Brainerd
Region 4 R/W Supervisor

DATE: October 17, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:

MISC. CONTRACTS and
AGREEMENTS No. 7087

Services Agreement #171
US Highway 97 - US Highway 26, Sec.
Adams Drive
Jefferson County

Attached is a fully signed copy of the subject agreement to be sent to the County and a copy for your files.

The project will be programmed.

AE
mp
Attach.

cc: Dale Allen, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Finance, w/c
Description, w/c

4 Cal Bank 11-14-80
Ex Nov 8

-9333 8-16-80

**Jefferson County**
Madras, Oregon 97741
OFFICE OF COUNTY SURVEYOR

## STATEMENT OF SURVEYING SERVICES

Survey Costs for June, 1980

| LABOR | Man-Hours | Total Cost | |
|---|---|---|---|
| Gathering Field Data | 57 | $ 1,111.50 | |
| Preparation of Plans | 27 | 471.00 | |
| TOTALS | 84 | $ 1,582.50 | $ 1,582.50 |

Survey Costs for July, 1980

| LABOR | Man- Hours | Total Cost | |
|---|---|---|---|
| Gathering Field Data | 99 | $ 1,794.76 | |
| Preparation of Plans | 43 | 833.75 | |
| Plan Review & Meetings | 1 | 35.00 | |
| TOTALS | 143 | $ 2,663.51 | |
| **EQUIPMENT** | | | |
| Electronic Distance Meter | | 142.50 | |
| TOTALS | | $ 142.50 | |
| | | | $ 2,806.01 |
| GRAND TOTAL | | | $ 4,388.51 |

PROJECT TITLE: So. Adams Drive

Prepared by : Jeff L. Kern
County Surveyor

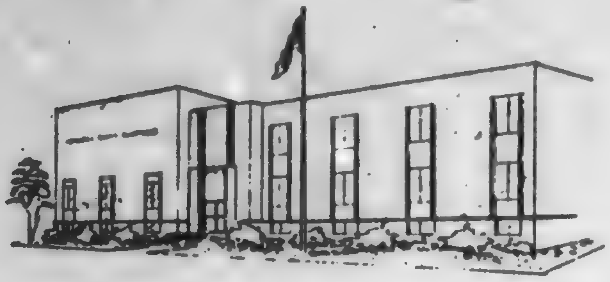
Date: 8-16-80

**APPROVED BY**

J.R. Haydon, Region Fed Aid Engr.
9/29/80

To Jan [illegible]
9-30-80

9333.



**Jefferson County**
**Madras, Oregon 97741**
OFFICE OF COUNTY SURVEYOR

STATEMENT OF SURVEYING SERVICES

Survey Costs for Jan. - Feb., 1980

| LABOR | Man-Hours | Total Cost |
|---|---|---|
| Research & Reconnaissance | 91 | $ 2,101.63 |
| Gathering Field Data | 163½ | 3,361.88 |
| Preparation of Plans | 13½ | 295.13 |
| Secretarial | | - |
| Plan Review & Meetings | | - |
| Totals | 268 | $ 5,758.64 |

| EQUIPMENT | |
|---|---|
| Computer | $ 50.00 |
| Total | $ 50.00 |

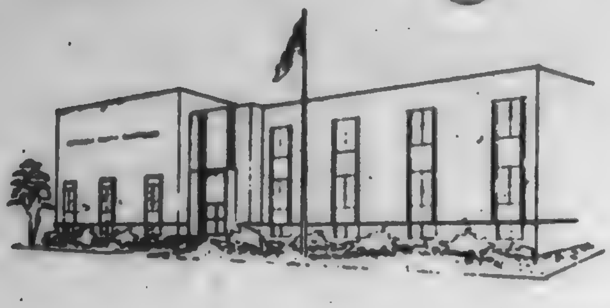
TOTAL $ 5,808.64

PROJECT TITLE: So. Adams Drive

Prepared by: Jeff Kern
County Surveyor

Date: 2/26/80

APPROVED BY
Hagedorn 6/5/80
Region Fed Aid Engr



**Jefferson County**
**Madras, Oregon 97741**
OFFICE OF COUNTY SURVEYOR

## STATEMENT OF SURVEYING SERVICES

Survey Costs for March, 1980

| LABOR | Man-Hours | Total Cost |
|---|---|---|
| Research & Reconnaissance | 15½ | $ 275.63 |
| Gathering Field Data | 154 | 2,729.26 |
| Preparation of Plans | 130½ | 2,951.90 |
| Secretarial | | 16.60 |
| Plan Review & Meetings | | - |
| Totals | 300 | $ 5,973.39 |

| EQUIPMENT | |
|---|---|
| Computer | $ 400.00 |
| Electronic Distance Meter | 180.00 |
| Total | $ 580.00 |

TOTAL $ 6,553.39

PROJECT TITLE: So. Adams Drive

Prepared by: Jeff Kern
County Surveyor

Date: 3/31/80

APPROVED BY
6/5/80
Region Fed Aid Engr.

**Jefferson County**
**Madras, Oregon 97741**
OFFICE OF COUNTY SURVEYOR

## STATEMENT OF SURVEYING SERVICES

Survey Costs for April, 1980

| LABOR | Man-Hours | Total Cost |
|---|---|---|
| Research & Reconnaissance | - | - |
| Gathering Field Data | 255½ | $ 5,455.02 |
| Preparation of Plans | 12 | 302.50 |
| Secretarial | 19 | 594.50 |
| Plan Review & Meetings | 8 | 280.00 |
| TOTALS | 294½ | $ 6,632.02 |

EQUIPMENT

none for billing period

PROJECT TITLE: So. Adams Drive

Prepared by: Jeff Kern
County Surveyor

Date: 4/30/80

APPROVED BY 6/5/80

9333

March 6, 1980

GSM 4

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attn: Mr. Don Wood
County Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the U.S. Highway 97 - U.S. Highway 26 Section of Adams Drive, FAS 8400.

Financial sharing of the preliminary engineering is:

| | |
|---|---|
| Total P.E. | $42,800.00 |
| Federal Funds | 37,728.00 |
| BALANCE | $ 5,072.00 |

Local Share:
1/2% of $5,072.00 = $2,536.00 or say $2,540.00

204.00
25.00
229.00
18
4

Please make your check in the amount of $2,540.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 747: Vern Skoog - Please return completed Ad # 747
when check is received.
Region 4 Federal Aid Engineer, John Hagedorn

9333

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-8-79

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B400(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00012

COUNTY NAME Jefferson

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-8-79

FEDERAL ROUTE NUMBER Secondary B400

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

U.S. Hwy. 97 - U.S. Hwy. 96 (Madras) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work and archeological salvage

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 23, 1979, you are authorized to proceed with the work as shown above for a TEC of $42,800 with Federal participation limited to $37,728.

DATE 11-8-79

SIGNATURE OF APPROVING OFFICIAL G.K. Herman

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-818

9333

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

October 23, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00012
Project No. RS-B400(1)
US Hwy. 97-US Hwy. 26 (Madras) Section
Jefferson County

Enclosed is data for the subject project.

I hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at a total cost of $42,800 with an obligation of $37,728 in federal funds.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:dmc
Enc.
cc: D. Allen, (Reg. 4)
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

October 23, 1979

## FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces) 21: Co. Rd., Adams Drive (Madras) 65

**ADT**

PRESENT: DHV 100 950

FUTURE: --- (66) (70)

YEAR: --- (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: P.E., Gr., Dr., Oil Surface 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 RS- 23 | NUMBER 7 B400

CARD

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA 17-31: ---

COUNTY NAME: Jefferson

ROUTE NO. S | FEDERAL-AID: B400 (32) | STATE: Co. Rd. (36) (37) | U.S: --

ESTIMATED PROJECT COST BY PHASES

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | "US Hwy. 97-US Hwy. 26 (Madras) Section" | 2.75 | 42,800 | 37,728 | 2,536 | 2,536 (Co |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) 5221 | | | 2.75 | 498,200 | 439,162 | 29,519 | 29,519 (Co |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | CL | | 2.75 | 541,000 | 476,890 | 32,055 | 32,055 (Co |
| 1 | 14 | PROGRAM APPROVAL DATES 10-4-79 | | | (16) (23) | (24) (33) | REMARKS | |

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 23, 1979

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CATION (45 typewriter spaces)<br>d., Adams Drive (Madras) | ADT | PRESENT<br>DHV 100<br>950 | FUTURE<br>--- | YEAR<br>--- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>075 | ITEM NO.<br>00012 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 typewriter<br>0il Surface | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>RS- | NUMBER<br>B400 | SEQ. NO.<br>(1) | I. Projects Only POST MI. | DESIG. |

COUNTY NAME: Jefferson

CODE: 031

ROUTE NO.: S

FEDERAL-AID: B400

STATE: Co. Rd.

U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| | | "US Hwy. 97-US Hwy. 26 (Madras) Section" | 2.75 | 42,800 | 37,728 | 2,536 | 2,536 (Co.) | ROW-60' Minimum;<br>Access Control-none;<br>Parking Restrictions-Partial |
| V | | | | | | | | |
| ST | | | 2.75 | 498,200 | 439,162 | 29,519 | 29,519 (Co.) | |
| | CL | PROJECT TOTALS | 2.75 | 541,000 | 476,890 | 32,055 | 32,055 (Co.) | |

REMARKS

DATES 10-4-79

over

US Hwy. 97-US Hwy. 26 (Madras) Section
Project No. RS-B400(1)

Existing Facilities: 20-ft. oil surfaced roadway with variable 2 to 4 ft. shoulders.

Adjacent Sections:
N. End - Jct. with US 97 (FAP 4)
S. End - Jct. with US 26 (FAP 45)

Project Data: Work under this project consists of the following.
1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Widen existing roadway which work consists of grade, drain and oil mat surfacing to provide 2 12-ft. travel lanes with 4-ft. oiled shoulders and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Private airstrip is located 1 mile west of the southerly end of the project.

FHPM 4-1-4 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review letters of approval dated October 10, 1979 and Sept. 18, 1979 respectively.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on July 3, 1979.

FHPM 7-7-5 Requirements: In accordance with the Oregon Action Plan, Federal Regulations and Statutes.

Accommodation of Utilities: A State-County Agreement complying with para. 6d(1) of PPM 30-4.1 was executed by the Highway Division on July 27, 1979.

Maintenance: A State-County Agreement complying with Section 116, Title 23 USC, was executed by the Highway Division on July 27, 1979.

| Data for PR-37: | | |
|---|---|---|
| | Preliminary Engineering | $42,0 |
| | Archeological Salvage | 8 |

Note: 1) This project is in Congressional District N
2) Included in FY 80 Preliminary Six-Year High
Program on Page 106.

ras) Section

t. oil surfaced roadway with variable 2 to 4 ft.

(FAP 4)
(FAP 45)

his project consists of the following.
g all phases including utility preparatory work
age.
which work consists of grade, drain and oil mat
12-ft. travel lanes with 4-ft. oiled shoulders
mmon to this type of project. Adjustment of

Water Developments, Historical and Recreational

p is located 1 mile west of the southerly end

State Clearinghouse and District 10 Clearinghouse
roval dated October 10, 1979 and Sept. 18, 1979

Nonmajor action concurred in by FHWA on July 3, 1979.

In accordance with the Oregon Action Plan, Federal

s: A State-County Agreement complying with para.
xecuted by the Highway Division on July 27, 1979.

nty Agreement complying with Section 116, Title 23
Highway Division on July 27, 1979.

| | | |
|---|---|---|
| Data for PR-37: | Preliminary Engineering | $42,000 |
| | Archeological Salvage | 800 |

Note: 1) This project is in Congressional District No. 2.
2) Included in FY 80 Preliminary Six-Year Highway Improvement Program on Page 106.

9333 L.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

## STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT - HWY DIV

PROJECT TITLE: U.S. Hwy 97-U.S. Hwy 26 Madras JEFF.

DATE: October 10, 1979

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 12 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
D. E. Swan
Reg. 4: C.M. Williams
Dis.10:R. L. Lammert

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OPNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Dept. of Environmental Quality
RECEIVED
SEP 1[illegible] 1979

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

### P N R S STATE REVIEW

Project #: ______________________ Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( X ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

------------------------------

REMARKS (Please type or print legibly)

Agency DEQ By ______________

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

RECEIVED
SEP 12 1979
[illegible] OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 7909 2 [illegible] Due Date: OCT 05 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

-------------------------------

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9333

L

August 9, 1979

Jefferson County Court
Courthouse
Madras, OR 97741

Attn: Elaine L. Henderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7087

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the US Highway 97-US Highway 26 Section on Adams Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Mead
COMMISSION SERVICES

bc: Don Harwell (agreement attached)

FKN/mdd

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: May 29, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Jefferson County

Jefferson County is requesting the authorization for a grading and oil project on Adams Drive FAS B400. This project is to consist of 2-12' oil mat travel lanes and 4' oiled shoulders. State to acquire the necessary additional Right-of-Way for the County. Field PE to be done by County. State will make up plans and be responsible for construction engineering. See attached sketch for location. In Summary:

| Jurisdiction | Section | Total Funds | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|---|
| Jefferson Co. | US Hwy. 97-US Hwy. 26 Sec. on Adams Drive FAS B400 Approximately 2.75 miles | $618,000 | $543,840 | $37,080 | $37,080 |

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY

H S Coulter
State Highway Engineer

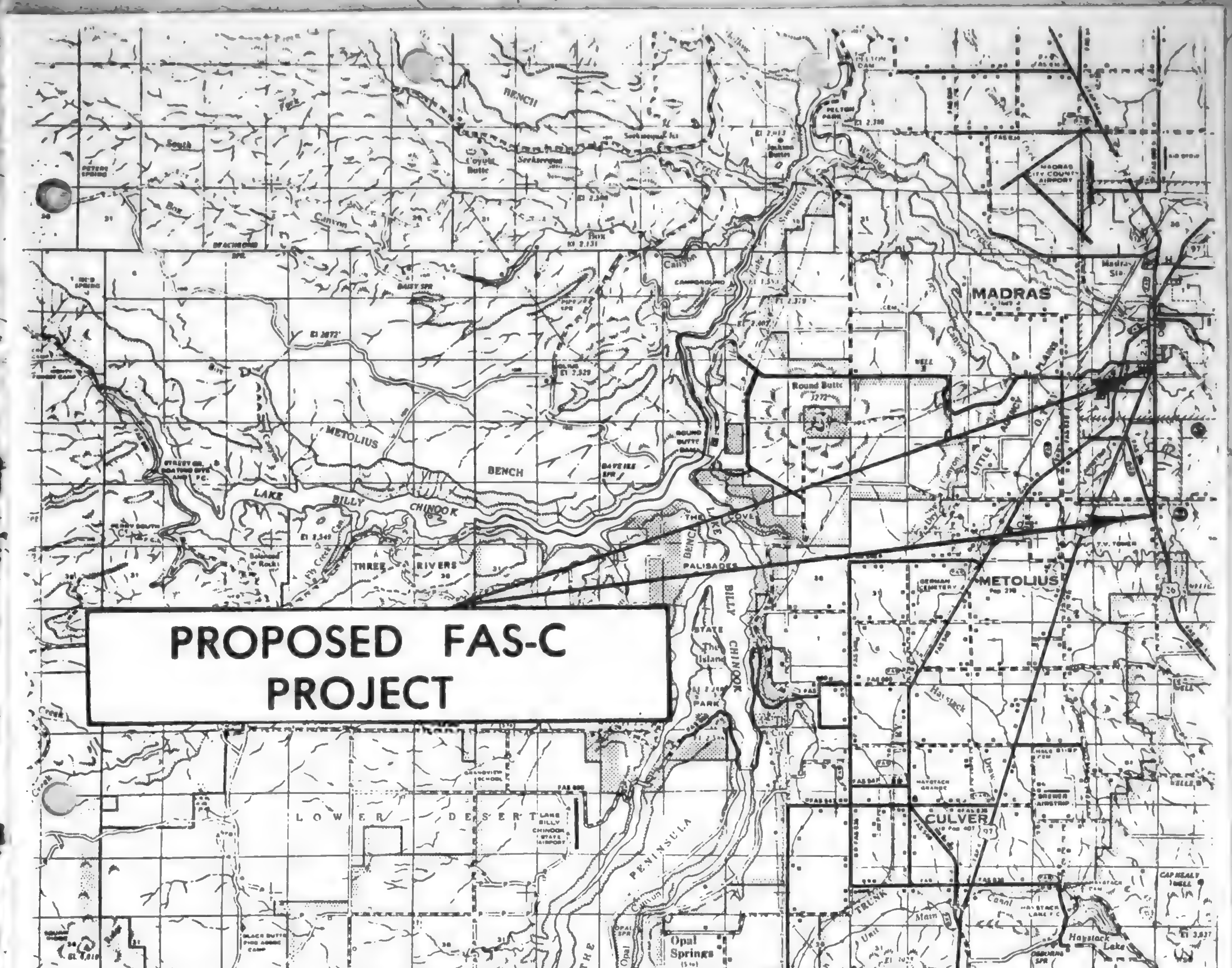
Date 5/29/79

5-29-79 orig to Head
cy Swan

HR:pf

(in 6-[illegible]-79 report)

81-125-1367


MADRAS
METOLIUS
CULVER
LAKE BILLY CHINOOK
METOLIUS BENCH
THREE RIVERS
Round Butte
THE COVE
PALISADES
THE ISLAND
STATE PARK
LOWER DESERT
PENINSULA
Opal Springs
Geneva
CROOKED RIVER NATIONAL GRASSLAND
Juniper Butte
Haystack Butte
Haystack Lake
Opal City
Squaw Flat
Stevens Canyon
Fremont Canyon
DESCHUTES
COUNTY
R11E
R12E
R13E

**PROPOSED FAS-C PROJECT**

ARRANGEMENT OF SHEETS FOR JEFFERSON COUNTY

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

SHEET 1 OF 2 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET A FOR ENLARGED AREAS

# GENERAL HIGHWAY MAP
# JEFFERSON COUNTY
# OREGON

SCALE

9333

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

July 3, 1979

FILE: PRE LOC

JR Hagedorn

FROM: John R. Hagedorn
Region Federal Aid Engineer

TO: D.H.Moehring
Project Management

SUBJECT: Submittal of Location Prospectus
and Authority for Survey
Hwy 97 (U.S.) - U.S. Hwy 26 Section
Adams Drive (County Road #691)
Jefferson County

Enclosed is the subject data for a reconstruction project (FAS-C) in Jefferson County.

Please note that Adams Drive is a County Road - not a City Street.

The Region Engineer and I collaborated in completing this "virgin" prospectus. You will note some pencil marks that denote some indecision on my/our part. Please advise soon if there are any glaring discrepancies so that we may improve our completion of the form in the future.

JRH:pw
Enclosure

cc: Frank Terpin, Location Engr.

7-6-79
Originals to
Terpin.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ [✓ FAE ☐] OPE ☐
JUL [illegible] 1979
File: PM FA
LG OP
TAA

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

# LOCATION PROSPECTUS
OR[illegible]N DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

| | |
|---|---|
| DATE | June 21, 1979 |
| PREFIX | |

## 1 - IDENTIFICATION

| | | | |
|---|---|---|---|
| PROJECT NAME<br>U.S. Highway 97-U.S. Highway 26 (Adams Drive) | | | |
| HIGHWAY NAME<br>~~Madras City Street~~ County Rd. #691 | | | HIGHWAY NUMBER<br>B-400 |
| REGION<br>4 | ADMINISTRATIVE DISTRICT<br>10 | COUNTY<br>Jefferson | CITY<br>Madras |
| LENGTH<br>2.75 | MILEPOST NUMBER<br>TO | ☐ RURAL | ☒ URBAN |
| LOCAL GOVERNMENT PROJECT?<br>☒ YES ☐ NO | IF YES, UNIT OF GOVERNMENT<br>Jefferson County | | |

TYPE OF FUNDS
☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Grading, surfacing and oil mat.

## 2 - TRAFFIC DATA

| | |
|---|---|
| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)<br>1978 - 950 | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): |

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☐ | ☒ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ |

| | | |
|---|---|---|
| DESIGN SPEED (MPH)<br>40 | DESIGN STANDARDS | TRAFFIC ANALYSIS<br>☐ LIGHT ☒ MEDIUM ☐ HEAVY |

GEOM. DESIGN STDS.
FOR HIGHWAYS OTHER
THAN FREEWAYS-1969

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | two 10' | two 12' oil mat |
| SHOULDERS | two 4' gravel | two 4' oil mat |
| MEDIANS | NONE | No |
| PARKING LANES | NONE | No |
| SIDEWALKS | NONE | no |
| BIKEWAYS | NONE | No |
| INTERCHANGES | NONE | No |
| OTHER: | Intermitent R/W Fence | Intermitent R/W Fence |

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ | Right of Way (cont.) Improvements | ☐ | ☐ | ☒ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing , by county | ☒ | ☐ | ☐ | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ | Separated | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☐ | ☒ | Permits | ☒ | ☐ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☐ | ☒ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☐ | ☒ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☐ | ☒ |
| Drainage | ☒ | ☐ | ☐ | Drainage District | ☐ | ☐ | ☒ |
| River ______________ | ☐ | ☒ | ☐ | Div. of State Lands | ☐ | ☒ | ☐ |
| Stream ______________ | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☒ | ☐ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ | Corps of Engineers | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way | ☒ | ☐ | ☐ | DEQ NPS Air Pollution | ☐ | ☐ | ☒ |
| Simple Acquisition | ☒ | ☐ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☐ | ☒ | ☐ |

U.S. Highway 97-U.S. Highway 26 (Adams Dr.)

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☒ | ☐ | ☐ |
| Environmental Assessment | ☒ | ☐ | ☐ |
| Statewide Assessment | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☒ | ☐ | ☐ |
| Utilities | ☒ | ☐ | ☐ |

Type POWER & TELEPHONE
WATER & NAT. GAS

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☒ | ☐ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☒ | ☐ |
| Requires Vicinity Map | ☐ | ☒ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review ? | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY<br>APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☒ | ☐ | ☐ |
| RIGHT-OF-WAY | ☐ | ☒ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( N/A ) | |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( N/A ) | |
| CORRIDOR APPROVAL | ( N/A ) | |
| FIELD SURVEY | (3.0 Mos.) | |
| PRELIMINARY DESIGN | ( ) | |
| DESIGN APPROVAL/FINAL EIS | ( ) | |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | |
| RIGHT-OF-WAY ACQUISITION | (8.0 Mos.) | |
| P.S. & E. DOCUMENTS | ( ) | |

| | (Region) | (Salem) |
|---|---|---|
| RECOMMENDED CONSTRUCTION DATE | 7/1/80 | |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| CONTINGENT UPON SOILS INVESTIGATION | | NEW GRADES PRECLUDES SAVING EXISTING OIL MAT |

## 7 - TYPICAL SECTION AND LOCATION

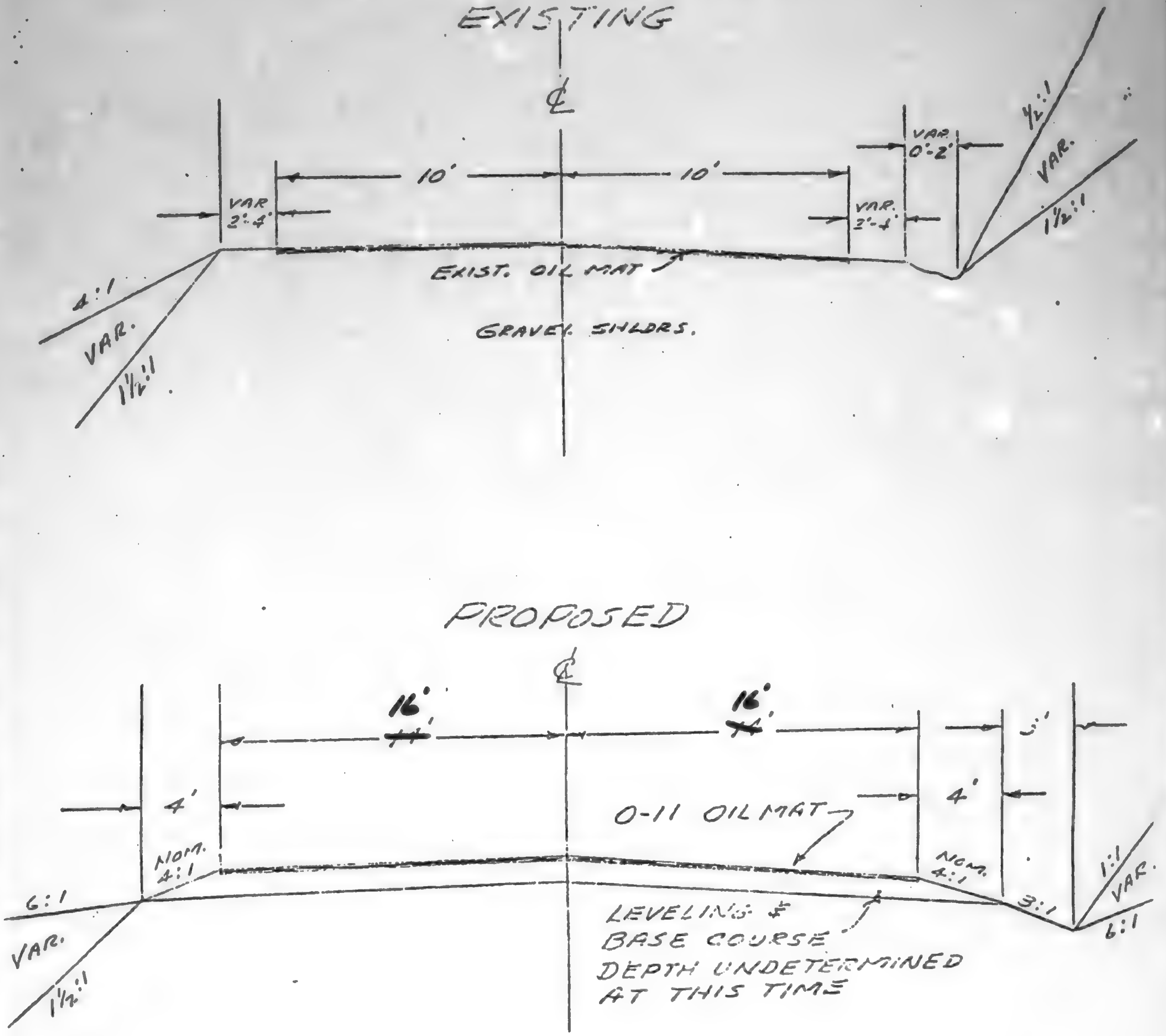
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | COUNTY | REGION | SALEM |
|---|---|---|---|
| PRELIMINARY ENGINEERING | $ 50,000 | $ 50,000. | |
| RIGHT OF WAY | 70,000 | 70,000. | |
| TRAFFIC CONTROL | (INCL. IN ROADWAY AMT.) | | |
| ILLUMINATION | | | |
| STRUCTURES | | | |
| RAILROAD | | | |
| ROADWAY | 500,000 | 500,000. | |
| OTHER | | | |
| ENGINEERING & CONTINGENCIES | | | |
| PROJECT TOTAL | $620,000 | $620,000. | |

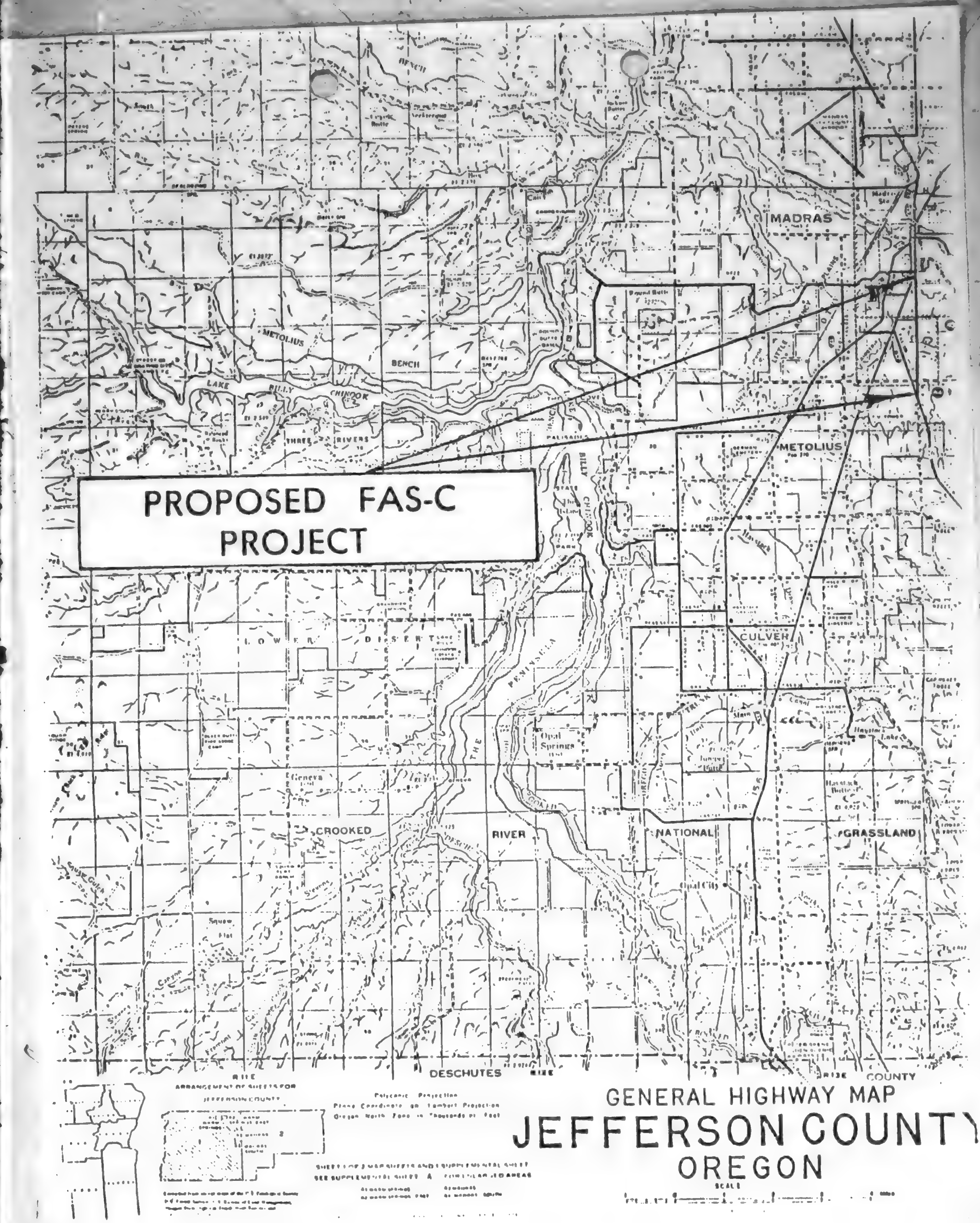
SUBMITTED BY J H Hagedorn, Reg. Fed-Aid Engr.

# TYPICAL SECTIONS


EXISTING
℄
10'
10'
VAR 2'-4'
VAR. 0'-2'
VAR. 2'-4'
½:1
VAR.
1½:1
4:1
VAR.
1½:1
EXIST. OIL MAT
GRAVEL SHLDRS.
PROPOSED
℄
16' ~~14'~~
16' ~~14'~~
4'
4'
3'
NOM. 4:1
NOM. 4:1
0-11 OIL MAT
6:1
VAR.
1½:1
3:1
1:1
VAR.
6:1
LEVELING & BASE COURSE
DEPTH UNDETERMINED
AT THIS TIME

THE DALLES-CAL. HWY -
MADRAS/PRINEVILLE HWY.

ADAMS DRIVE
B-230 FAS-6
JEFFERSON CO.


PROPOSED FAS-C
PROJECT
MADRAS
METOLIUS
LAKE
BILLY
CHINOOK
BENCH
THREE
RIVERS
LOWER
DESERT
PENINSULA
CULVER
Opal
Springs
Geneva
CROOKED
RIVER
NATIONAL
GRASSLAND
Opal City
DESCHUTES
COUNTY

GENERAL HIGHWAY MAP
JEFFERSON COUNTY
OREGON

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section U. S. Highway 97, U.S. Highway 26

Highway Adams Drive

County Jefferson

Date July 3 19 7

Authorization No. 1

Survey Prefix
Assigned by Salem office

Description of termini, route, length, etc.:

Beginning at intersection of U.S. Highway 97 and Adams Drive (County Road #691, FAS-C B400); thence southerly 2.75 miles to the intersection of Adams Drive and U.S. Highway 26.

Proposed:

Reconstruct existing 22'-24' road w/poor sight distance.

New roadway to be a 32' wide shoulder to shoulder 0-11 oil mat w/improved sight distance.

Purpose of survey:

To prepare plans, specifications and estimate of cost.

County to perform location survey.

Preliminary and final design to be performed by State.

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 30,000. |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | |
| Environmental | (923) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

Total estimated cost of survey $

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
JR Hagedorn

Recommended for Approval:
Dale D Allen

Recommended for Approval:
Location Engineer

Approved:

9333 USH0001

ORFGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

/1

Section U. S. Highway 97, U.S. Highway 26

Highway Adams Drive (County Rd No 691) - FAS B400

County Jefferson

Date July 3 19 79

Authorization No. 1

Survey Prefix 5161976 (assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at intersection of U.S. Highway 97 and Adams Drive (County Road #691, FAS-C B400); thence southerly 2.75 miles to the intersection of Adams Drive and U.S. Highway 26.

Proposed:

Reconstruct existing 22'-24' road w/poor sight distance.

New roadway to be a 32' wide shoulder to shoulder 0-11 oil mat w/improved sight distance.

Purpose of survey:

To prepare plans, specifications and estimate of cost.

County to perform location survey.

Preliminary and final design to be performed by State.

RS-B400(1)
11-8-79

| | | Estimate of Cos |
|---|---|---|
| Field Survey | (901) | $ 2,000 |
| Citizen Participation | (902) | |
| City or County | (903) | 30,000 |
| Consultant | (904) | |
| Final Design | (905) | 4,000 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | 2,000 |
| Soils & Geology | (910) | 1,000 |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison | (913) | 1,000 |
| Utility | (914) | 500 |
| Photogrammetry | (916) | |
| Location Studies | (918) | 500 |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | 200 |
| Specifications | (921) | 1,200 |
| Environmental | (923) | 200 |
| Foundation Exploration | (926) | |
| ~~Seminars~~ Adm. Ser(Eng) | ~~(960)~~(922) | 200 |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

Total estimated cost of survey . . . . . . $42,800

Previous authorization . . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requested by: J R Hagedorn

Recommended for Approval: Dale

Recommended for Approval: Frank E. Pepin
Location Engr.

Approved: E J Hunter

NMH

9333

L.

(#2)

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1979

TO: Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental Council
1106 W. Highland
P.O. Box 575
Redmond, OR 97756

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 10
Section: U.S. Hwy. 97-U.S. Hwy. 26 (Madras)
Highway: Adams Dr., Co. Rd., FAS-B400
County: Jefferson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 20, 1979.

BLG: dmc
Attachments

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 4: Dale Allen
District 10: R. L. Lammert
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 28'79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

02 12] APPLICANT [45 — Department of Transportation
46] DIVISION [79 — Highway

03 12] APPLICANT ADDRESS — STREET [45 — O'DOT Building
46] CITY [60 — Salem
76] ZIP [80 — 97310

04 12] CONTACT PERSON [45 — D. H. Moehring
46] AREA CODE [48 — 503
49] PHONE [55 — 378
56] EXTENSION [59 — 6563

01 12] PROJECT TITLE [71 — U.S. Hwy. 97-U.S. Hwy. 26 (Madras)

11 12] PROJECT LOCATION—CITY — Adams Dr., Co. Rd. FAS-B400
PROJECT LOCATION—COUNTY — Jefferson
PROJECT LOCATION — SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] To improve traffic flow and safety be widening and improving sight distance. [71

07 12] The existing narrow two lane facility will be widened to four foot shoulders [71

08 12] with a twenty-four foot oil mat. The sharp vertical curves will be lessened to provide a safer sight and stopping distance. [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 543,840 | | 37,080 | 37,080 | | 618,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 — Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45 — U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79 — FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) **HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: June 20, 1979

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) **ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42 July 43] DAY [44 20 45] YEAR [46 1979

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 20, 1979

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

## OREGON STATE HIGHWAY DIVISION
## PROJECT ASSESSMENT

RS-B400(-)

### PART 1. GENERAL INFORMATION

**A. Project Identification:**

Date June 12, 1979
Section U.S. Hwy. 97 - U.S. Hwy. 26 (Madras)
Unit (if appl)
County Jefferson
City Madras
Highway Adams Dr. - FAS-C B400
State Hwy. No.
Termini: M.P.(if appl)
Length 2.75 Miles
Region 4
Construction Estimate $618,000.
Program Amount

---

**B. Purpose of Project:**

To improve traffic flow and safety be widening and improving sight distance.

---

**C. Origin & History of Project:**

This is one of the original routes from Madras to Prineville through Lamonta. It has two foot shoulders with a twenty foot oil mat, which has been placed without proper base treatment. The area served by this road is very desirable for building and is developing rapidly.

---

**D. General Description of Project:**

The existing narrow two lane facility will be widened to four foot shoulders with a twenty-four foot oil mat. The sharp vertical curves will be lessened to provide a safer sight and stopping distance.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2-10'; Med. No ; Shldrs. 2' ; Parking No
Proposed: No. Lanes 2-12'; Med. No ; Shldrs. 4' ; Parking No
Traffic: Existing Facility: Existing ADT 950 ; Projected ADT 1900-2000 Yr. 1994
Existing Level of Service ____
Proposed Facility: Projected ADT ____ ; Yr. ____
Projected Level of Service ____

**Right of Way:** Additional anticipated Yes ; if yes, give approx. No. Parcels 25
Yes, No

Acres Six ; Type of Relocation Req. None ; No.________

**Materials Source, Borrow, Waste Disposal Requirements, if any:**

All base and rock material will be made part of the bid with several sources available, either County, State, or Commercial.

**Type of Structure(s):**

None.

**Brief Description of River or Stream and Type of Involvement, if any:**

None.

**Local City, County or COG priorities of project:**

Jefferson County Commissioners have placed this project as number "One" reconstruction, using FAS funds.

FHWA and/or OSHD approvals given, if any:

None to date.

Location or Design Alternatives (identify and describe):

No build.

Other Descriptive Information or Comments:

This road has a number of accesses, so apecial problems handling traffic should not be encountered.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The area is rolling with very sharp vertical curves, and what is not taken with housing has sparse sagebrush and juniper trees.

The wildlife which may be found could include rabbits, squirrel, snakes, and lizards.

The soil is very shallow with sandstone directly beneath it. There are no streams or bodies of water which will be affected by this project. Culverts will be necessary in the natural drainages, however, these will only carry water in an extreme situation.

Climatically, Jefferson County is a very desirable place to live, having an average July temperature of 65.5 and an average January temperature of 31.1.

Annual precipitation is 10.19 inches.

2. Cultural:

This land is all zoned Limtted Agriculture, which allows it to be broken into 10,000 square foot parcels. There is no industry in this area, so noise levels are not excessive.

The air quality is excellent with the exception of a short period of field burning. The view from the general area is outstanding, with six snow-covered peaks visible from most sites.

Utilities include Deschutes Valley Water, Bell Telephone, and Crestview TV Cable.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

There will be approximately six acres with a value of approximately $70,000 involved. There will be no relocation involved and no loss of access.

2. Estimated Impact on Traffic Patterns:

None, except to move traffic more efficiently and safer.

Consequences--Air Quality, Noise, Safety, etc.:

Improves safety-air quality will suffer proportionately to the increased traffic, as will the noise. (The traffic will increase whether or not the road is improved).

3. Estimated Impact on Land Use:

The area is undergoing rapid residential development which will be better served by the proposed improvement. This improvement is not expected to significantly contribute to the development.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey will be performed.

Consequences:

**6. Preliminary Identification of Areas of Critical Concern:**

None.

**7. Potential for Controversial Issues:**

Minoe right-of-way conflicts due to closer proximity of road to landscaping.

**8. Potential for Consistency of Proposal With:**

**a. Clean Air Implementation Plans**

N/A

**b. Noise Standards**

A noise study report will be prepared.

**c. Water Quality Standards**

N/A

**d. Area Land Use and Transportation Plans, and Zoning**

Consistent.

---

C. Recommended Type of Action and Documentation:

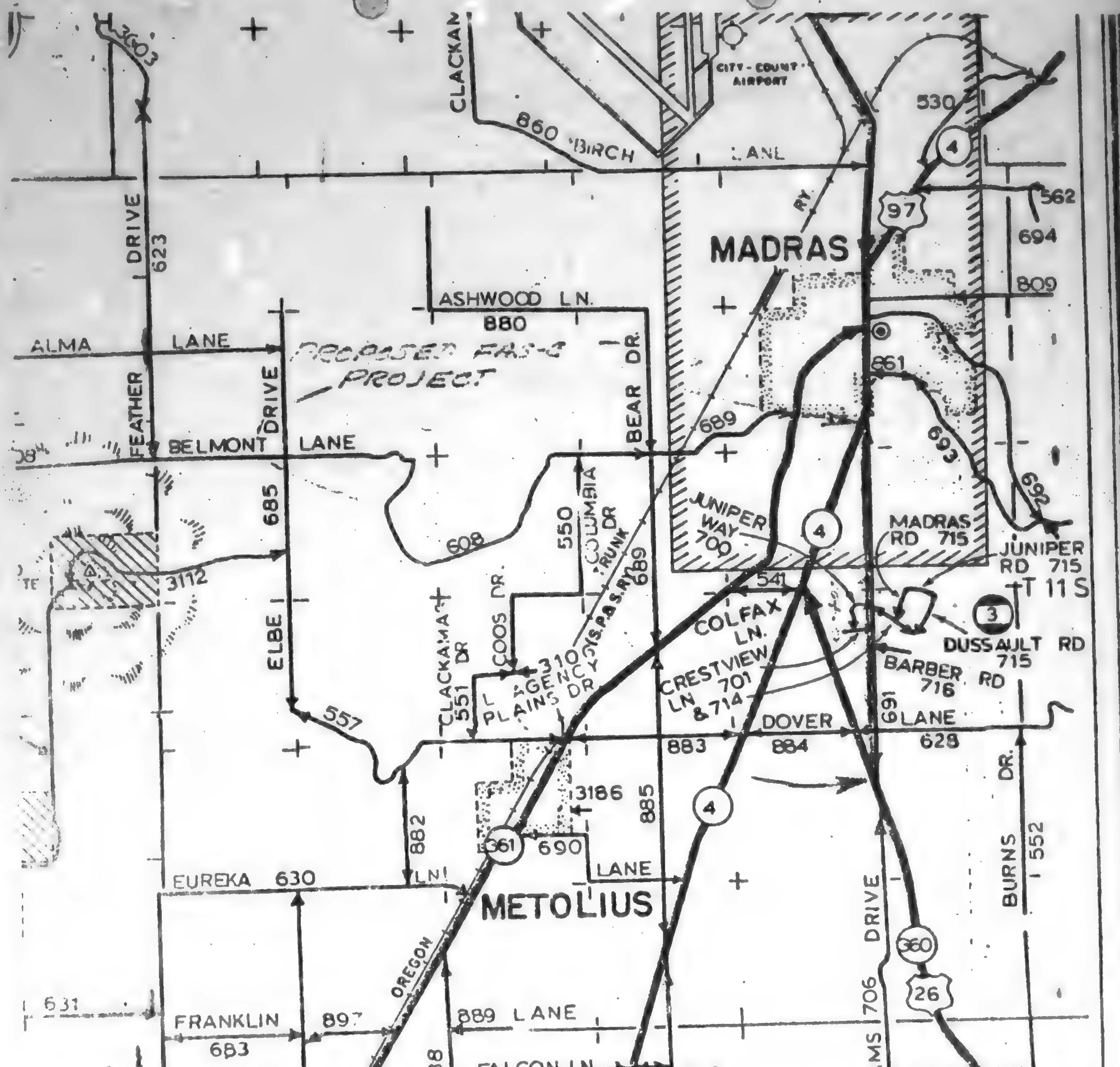
| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

Projects of this type are non-major in scale and impact as outlined in the FHPM 7-7-2, paragraph 10e.

---

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


CITY-COUNTY AIRPORT
MADRAS
METOLIUS
CULVER
PROPOSED FAS-C PROJECT
CLACKAMAS
860 BIRCH
LANE
RY.
530
4
97
562
694
809
3603
DRIVE
623
ASHWOOD LN.
880
ALMA
LANE
FEATHER
DRIVE
BEAR DR.
661
689
693
692
BELMONT
LANE
608
550
COLUMBIA DR
TRUNK
O.S.P.&S.RY.
689
JUNIPER WAY
709
MADRAS RD 715
JUNIPER RD 715
T 11 S
3112
ELBE
685
COOS DR.
CLACKAMAS DR
551
310
AGENCY PLAINS DR
541
COLFAX LN.
CRESTVIEW LN 701 & 714
3
DUSSAULT RD
715
BARBER RD
716
691
DOVER
LANE
628
557
883
884
882
LN
3186
885
361
690
LANE
EUREKA
630
360
26
DRIVE
706
ADAMS
BURNS DR.
552
OREGON
HWY
631
FRANKLIN
683
897
889 LANE
530
DR 688
FALCON LN
3020
576
687
FORD
698
LANE
887
FOSTER LN.
697
758
706
GEM
LN.
898
DESCHUTES
GLIDE LN
3022
886
FRAZIER DR
341
FISCH RD.
97
DR.
704
3042
899
HIGHLAND
721
LANE
778
COLUMBIA DR.
549
HUBER LN
640
HOLLY
LANE
3032

9333

5-23-79

| | | | |
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| JO | | ☒ ACTION | ☐ INFO |
| | ✗ | ☐ FILE: | |
| CE | | | |
| DL | | | |
| [illegible] | ✗ | NOTE: | |
| LP | | | |
| AC | | | |

GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson ✓
Baker
Douglas
Deschutes
Polk
Sherman
Wallowa
Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

Form 81-731-0027 (9-77)

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

- Lane
- Benton
- Umatilla
- Jackson
- Marion
- Union
- Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald W. Wimer

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

Bill Penhollow

William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

9333

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701

April 27, 1979

J R Hagedorn

FROM: J. R. Hagedorn
Region Federal Aid Engineer

TO: Gerald Wimer
Local Government Section

SUBJECT: Transmittal of Project Request and Draft Assessment for FAS-C Project: The Dalles-California Hwy-Madras/Prineville Highway Sec. Adams Drive FAS B400 Jefferson County

Attached hereto are the subject named documents. The County requests that the project be pursued as follows:

1. County forces to do the PE
   (Location survey as per OSHD methods)
2. OSHD to do the final design, advertize for bids and let the contract.
3. OSHD to do the construction engineering.

The County, cognizant of the fact that the amount estimated for the project reduces their priority to -4.7, requests approval for an advancement of that amount.

JRH:pw
cc: Don Woods, Roadmaster
Jefferson County

Enclosures

Rp

Reynoldson

## FEDERAL AID PROJECT REQUEST

te April 26,1979

Applicant Agency Jefferson County

Request for: Off-System ____, FAS-C x , FAUS ____ Project

Federal Aid Route No. B-400 Route Name Adams Drive

Project Name The Dalles-California Hwy-Madras/Prineville Hwy (Adams Drive)

Project Length 2.75 Miles Project Location (Attach sketch map)

Project Description Grading,Surfacing,& Oil Mat

Average Daily Traffic 930 Design Speed 40

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Oil Travel Lanes 2 Shoulders 2'-4' gravel

Medians no Parking no

Sidewalks no

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Oil mat Travel Lanes 2 Shoulders 4' oiled

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway no

Remarks

### II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971

Yes ____ No x

3. Will additional right-of-way be needed? Yes x No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes x No ____

Remarks

State to acquire

### III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

### 2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

### 3. Permanent Signing:

Include in project or by applicant? County

### 4. Permanent Striping:

Include in project or by applicant? Included in project

## IV. ILLUMINATION DATA

### 1. Existing Illumination and Location:

None

### 2. Proposed Illumination:

Location None

Type

Remarks

## V. STRUCTURE DATA

### 1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

### 2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No x

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered? —

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Actio Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | County Road Dept<br>Office |
| 2. | Environmental | County Road Dept<br>Office |
| 3. | Public Hearing | County Road Dept<br>Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant x State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant ________ State X ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No x

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 415,000. |
| Right-of-way costs (if participating) | 70,000. |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other Const Engrg & Contingencies | 83,000. |
| Preliminary engineering | 50,000. |
| PROJECT TOTAL | $ 618,000. |

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or JEFFERSON COUNT

By ________

By ________

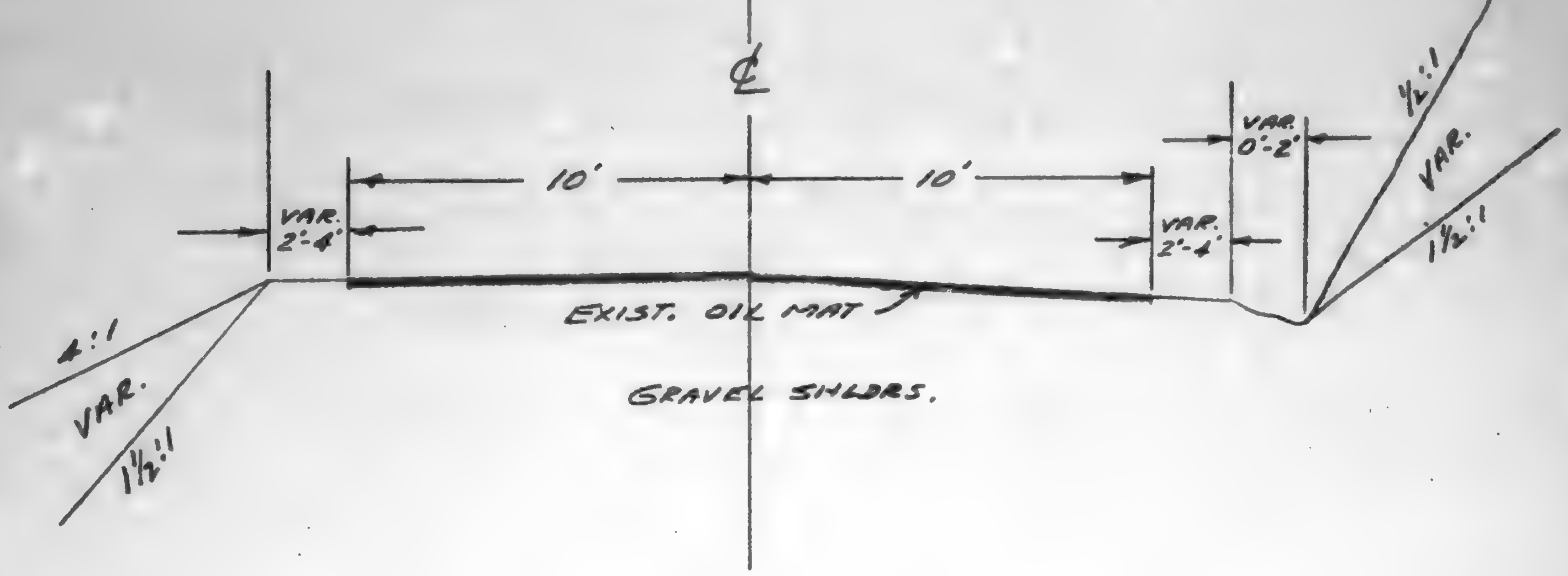
By Herschel Read
HERSCHEL READ, COUNTY JUDGE

By Don Wood
DON WOOD, ROADMASTER

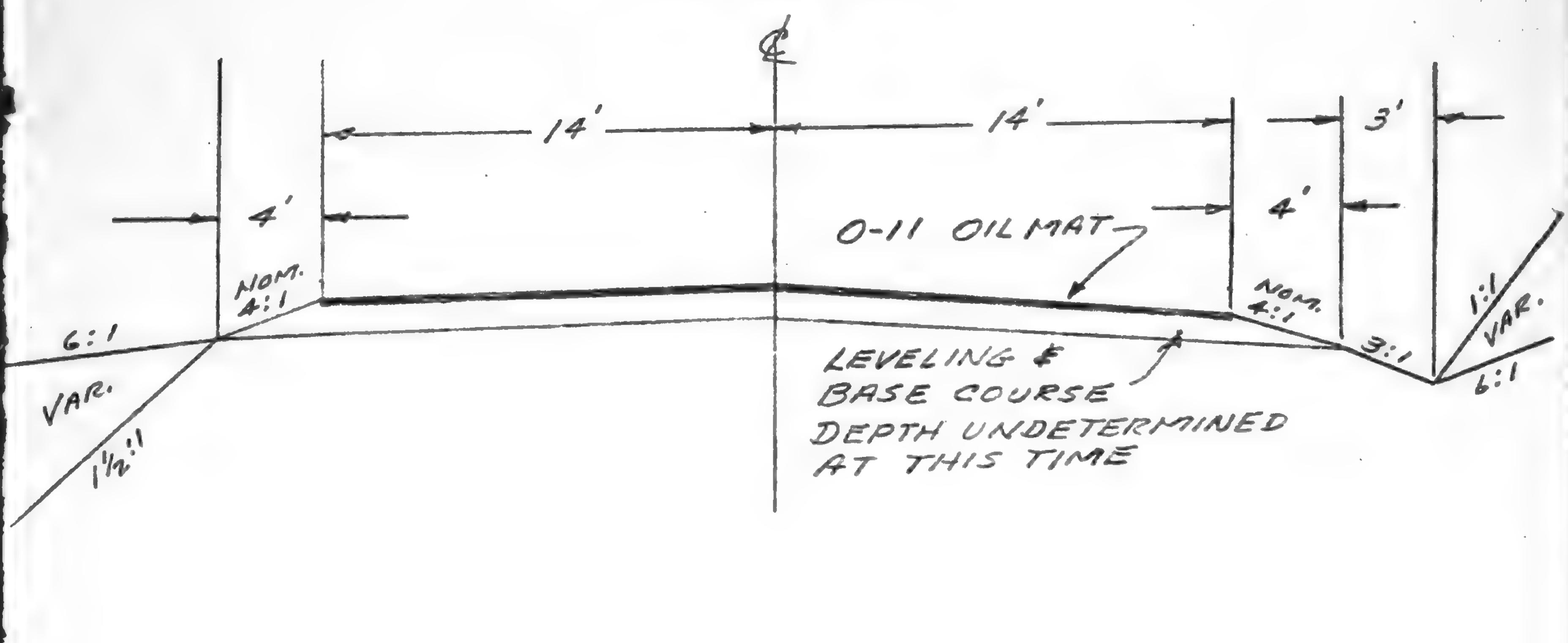
By ________

# TYPICAL SECTIONS

## EXISTING

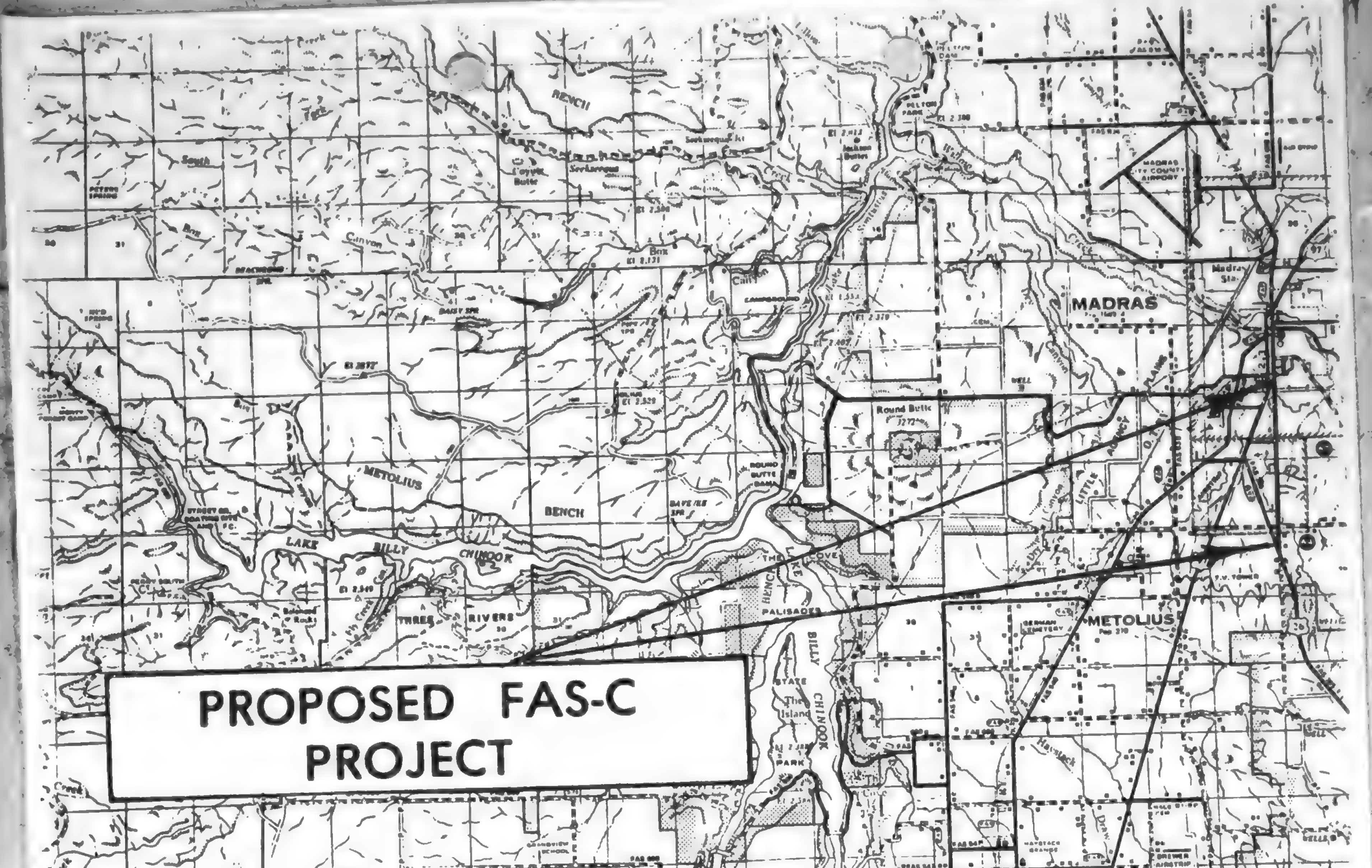

℄
10'
10'
VAR. 2'-4'
VAR. 2'-4'
VAR. 0'-2'
½:1
VAR.
1½:1
4:1
VAR.
1½:1
EXIST. OIL MAT
GRAVEL SHLDRS.

## PROPOSED


℄
14'
14'
4'
4'
3'
0-11 OIL MAT
NOM. 4:1
NOM. 4:1
6:1
VAR.
1½:1
3:1
1:1
VAR.
6:1
LEVELING & BASE COURSE DEPTH UNDETERMINED AT THIS TIME

THE DALLES-CAL. HWY-
MADRAS/PRINEVILLE HWY.

ADAMS DRIVE
B-400 FAS-C
JEFFERSON CO.


PROPOSED FAS-C PROJECT
MADRAS
Madras City County Airport
Round Butte 3272
Round Butte Dam
METOLIUS BENCH
LAKE BILLY CHINOOK
THREE RIVERS
THE COVE
PALISADES
METOLIUS
The Island
STATE PARK
CULVER
LOWER DESERT
Lake Billy Chinook State Airport
THE PENINSULA
Opal Springs
Geneva
Juniper Butte
Haystack Lake
Haystack Butte
CROOKED RIVER NATIONAL GRASSLAND
Opal City
Squaw Flat
R11E
DESCHUTES
R12E
R13E
COUNTY

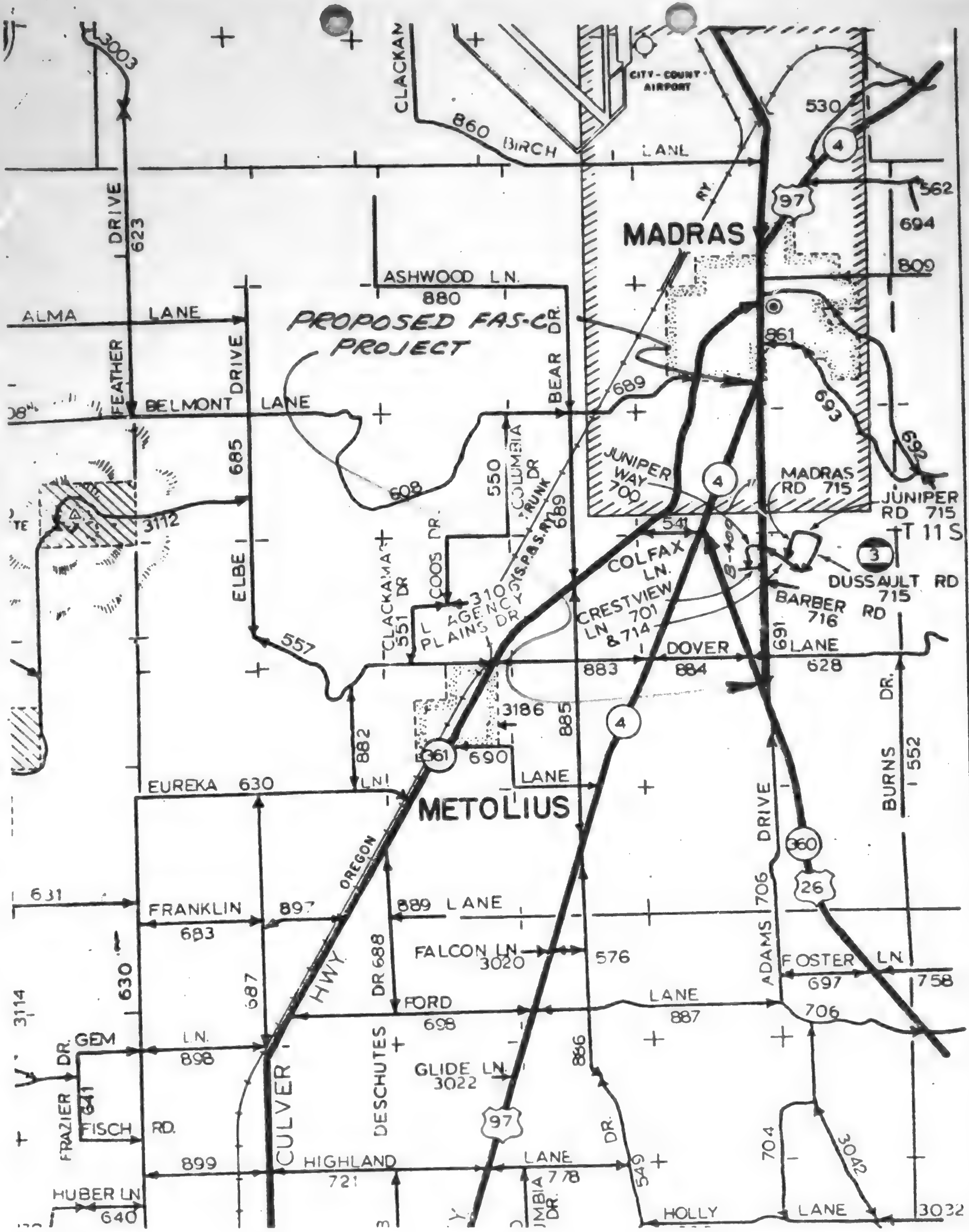
ARRANGEMENT OF SHEETS FOR JEFFERSON COUNTY

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

SHEET 1 OF 2 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET A FOR ENLARGED AREAS

# GENERAL HIGHWAY MAP
# JEFFERSON COUNTY
# OREGON

SCALE


PROPOSED FAS-C PROJECT
MADRAS
METOLIUS
CITY-COUNTY AIRPORT
CLACKAN
860 BIRCH LANE
3003
DRIVE 623
FEATHER
ALMA LANE
ASHWOOD LN. 880
BEAR DR.
BELMONT LANE
689
685
DRIVE
ELBE
608
550
COLUMBIA DR
TRUNK
689
3112
COOS DR.
310
CLACKAMAS DR
551
AGENCY PLAINS DR.
557
JUNIPER WAY 700
541
COLFAX LN.
CRESTVIEW LN 701 & 714
DOVER LANE
883
884
628
691
861
693
692
MADRAS RD 715
JUNIPER RD 715
T 11 S
DUSSAULT RD 715
BARBER RD 716
530
562
694
809
4
97
3
882
3186
361
690
LANE
885
EUREKA 630
LN
OREGON
HWY.
CULVER
360
26
DRIVE
706
ADAMS
BURNS DR. 552
631
FRANKLIN 683
897
889 LANE
DR 688
FALCON LN 3020
576
FOSTER LN.
697
758
630
687
FORD 698
LANE 887
706
3114
GEM LN. 898
DR.
FRAZIER 641
FISCH RD.
DESCHUTES
GLIDE LN. 3022
886
DR.
549
704
3042
899
HIGHLAND 721
LANE 778
HUBER LN 640
HOLLY LANE
3032

9333

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date April 26, 1979

Section The Dalles-California Highway Madras-Prineville Hwy (Adams Drive)

Unit (if appl)

County Jefferson

City

Highway FAS-C B400

State Hwy. No.

Termini: M.P.(if appl)

Length 2.75 miles

Region

Construction Estimate $618,000 Program Amount

---

### B. Purpose of Project:

To improve traffic flow and safety by widening and improving sight distance. To handle increased traffic safety.

---

### C. Origin & History of Project:

This is one of the original routes from Madras to Prineville through Lamonta. It has two foot shoulders with a twenty foot oil mat, which has been placed without proper base treatment. The area served by this road is very desirable for building and is developing rapidly.

---

### D. General Description of Project:

The existing narrow two lane facility will be widened to four foot shoulders with a twenty-four foot oil mat. The sharp vertical curves will be lessened to provide a safer sight and stopping distance.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2-10'; Med. No; Shldrs. 2'; Parking No

Proposed: No. Lanes 2-12'; Med. No; Shldrs. 4'; Parking No

Traffic: Existing Facility: Existing ADT 950; Projected ADT 191 DHV; Yr. 15

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 25
Yes, No

Acres Six ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

All base and rock material will be made part of the bid with several sources available, either County, State, or Commercial.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Jefferson County Commissioners have placed this project as number "One" reconstruction, using FAS funds.

FHWA and/or OSHD approvals given, if any:

None to date

Location or Design Alternatives (identify and describe):

No build.

Other Descriptive Information or Comments:

This road has a number of accesses, so special problems handling traffic should not be encountered.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The area is rolling with very sharp vertical curves, and what is not taken with housing has sparse sagebrush and juniper trees.

The wildlife which may be found could include rabbits, squirrel, snakes and lizards.

The soil is very shallow with sandstone directly beneath it. There are no streams or bodies of water which will be affected by this project. Culverts will be necessary in the natural drainages, however, these will only carry water in an extreme situation.

Climatically, Jefferson County is a very desirable place to live, having an average July temperature of 65.5 and an average January temperature of 31.1.

Annual precipitation is 10.19 inches.

2. Cultural:

This land is all zoned Limited Agriculture, which allows it to be broken into 10,000 square foot parcels. There is no industry in this area, so noise volume is non-existent.

The air quality is excellent with the exception of a short period of field burning. The view from the general area is outstanding, with six snow-covered peaks visible from most sites.

Utilities include Deschutes Valley Water, Bell Telephone, and Crestview TV Cable.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

There will be approximately six acres with a value of approximately $70,000 involved. There will be no relocation involved and no loss of access.

2. Estimated Impact on Traffic Patterns:

None, except to move traffic more efficiently and safer.

Consequences--Air Quality, Noise, Safety, etc.:

Improves safety - air quality will suffer proportionately to the increased traffic, as will the noise. (The traffic will increase whether or not the road is improved.)

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

Minor Right of Way conflicts due to closer proximity of road to landscaping.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

None

b. Noise Standards

None

c. Water Quality Standards

None

d. Area Land Use and Transportation Plans, and Zoning

None

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

- 1981 Lane County Pavement 9334
- Marking Project # 4.
- (Delineators)

3-25-83

b

#11 OSHD (Coulter)

9334

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# STATE COPY

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>3/25/83 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>PMS-000S(102) |
| COMPLETION DATE<br>12/22/81 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>4/1/82 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>120 calendar days |
| APPROVED EXTENSIONS<br>NONE | LOCATION<br>Various County roads throughout Lane County | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANE COUNTY PAVEMENT MARKING NO. 4
VARIOUS COUNTY ROADS
Delineators

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 31 '83
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

ay
4/1

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W. N. Bryant<br>W. N. Bryant<br>Area Engineer | | SIGNATURE<br>G. K. Hossner<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer | |
| TITLE<br>Area Engineer | DATE<br>3/30/83 | TITLE<br>Field Operations Engineer | DATE<br>3/30/83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9334

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>9-210 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| MODIFICATION NUMBER<br>2 | 9/28/82 | Project Number<br>PMS-000S(102) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 27, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 300,000.00 | $ 175,000.00 |
| Federal funds | $ 300,000.00 | $ 175,000.00 |
| Other revisions | | |

This modification is made for the following reasons: to reflect estimated final costs, and to release $125,000.00 in Appn Code 140 funds, to be utilized on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of September, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 27, 1982

Federal-Aid Project
No. PMS-000S(102)

Lane County Pavement Marking Proj. No. 4
Various County Roads
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 2,100.00 |

### Type Code Y103
### Pavement Markings (Lane County)

| | |
|---|---|
| Subtotal of previous estimate of August 13, 1981 | $149,505.20 |

### Previous Estimate

| | | | |
|---|---|---|---|
| Temporary Signs | 94 Sq. Ft. | 7.00 | $ 658.00 |
| Temporary Barricades | 2 Each | 20.00 | 40.00 |
| Sequential Arrow Signs | 1 Each | 500.00 | 500.00 |
| Flagman | 1,200 Hour | 1.00 | 1,200.00 |
| Delineators, Type 2 | 10,592 Each | 12.85 | 136,107.20 |
| | | | $138,505.20 |

### Revised Estimate

| | | | |
|---|---|---|---|
| Temporary Signs (Bid Item Deleted) | | | 0.00 |
| Temporary Barricades (Bid Item Deleted) | | | 0.00 |
| Sequential Arrow Signs (Bid Item Deleted) | | | 0.00 |
| Flagman (Bid Item Deleted) | | | 0.00 |
| Delineators | 11,422 Each | 12.85 | 146,772.70 |
| | | | $146,772.70 |
| | | Difference | $ 8,267.50 |
| | | SUBTOTAL | $157,772.70 |
| | | Engineering | 15,127.30 |
| | | TOTAL | $172,900.00 |

Length of Project ------------ 0.0 miles

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 2,100.00 | $ 2,100.00 |
| Pavement Markings | 172,900.00 | 172,900.00 |
| TOTAL | $175,000.00 | $175,000.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9334 |
| Prefix: | 520-1987 |
| Prefix: | 520-1044 |

9334

L.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>8-113 | | County<br>Lane |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | |
| MODIFICATION NUMBER<br>1 | 8-19-81 | Project Number<br>PMS-000S(102) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 27 , 19 81 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 20,000.00 | $ 300,000.00 |
| Federal funds | $ 20,000.00 | $ 300,000.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August , 19 81 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XMX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G - File

Oregon State Highway Division
Salem, Oregon, August 13, 1981

Federal Aid Project
No. PMS-000S(102)

Lane County Pavement Marking Proj. No. 4
Various County Roads
Lane County

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| **Type Code P.E.**<br>Preliminary Engineering | All Required | | $ 20,000.00 |
| **Type Code Y 103**<br>Pavement Markings (Lane County) | | | |
| Mobilization | All Required | | $ 7,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 4,000.00 |
| Temporary Signs | 94 Sq. Ft. | 7.00 | 658.00 |
| Temporary Barricades | 2 Each | 20.00 | 40.00 |
| Sequential Arrow Signs | 1 Each | 500.00 | 500.00 |
| Flagmen | 1,200 Hour | 1.00 | 1,200.00 |
| Delineators, Type 2 | 10,592 Each | 12.85 | 136,107.20 |
| | Subtotal | | $149,505.20 |
| | Engineering | | 20,182.80 |
| | Total | | 169,688.00 |

Length of Project .......................... 0.00 miles

SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 20,000 | $ 20,000 |
| Pavement Markings | 169,688 | 169,688 |
| | $189,688 | $189,688 |
| Reserve | 110,312 | 110,312 |
| TOTAL | $300,000 | $300,000 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9334 |
| Prefix: | 520-1987<br>520-1044 |

Lane County Pavement Marking
(Nonparticipating - County Cost)

| | | |
|---|---|---|
| State Responsibility for Damages | All Required | $ 6,000.00 |

STATE COPY OMB No. 04-R2089 L

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>3-55 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>2/27/81 | State<br>OREGON<br>County<br>LANE<br>Project No.<br>PMS-000S(102) |

**The State, through its Highway Agency**, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County-wide

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 2-2-81 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 100.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 20,000.00 | $ 20,000.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By L.S. Moehring

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: E.J. Valach (actg.)

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon February 24, 1981

Federal Aid Project
No. PMS-000S(102)

Lane County Pavement Marking Project No. 4
Various County Roads in Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $20,000.00 |
| | TOTAL | $20,000.00 |

Length of Project ---------- 0.0 miles

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 20,000.00 | $ 20,000.00 |
| Retain in Program<br>PS&E Status | 280,000.00 | 280,000.00 |
| TOTAL | $300,000.00 | $300,000.00 |

Group 1-100%
Prefix

9334

File

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## CONSTRUCTION ENGINEER

4-1-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| R. L. Coats<br>No. 9293 | Lake-Harney Co. Line<br>Harney County | March 4, 1982 |
| Eugene Sand & Gravel, Inc.<br>No. 9237 | Poodle Creek Road<br>Lane County | March 5, 1982 |
| Horton Bros., Inc.<br>No. 9285 | S.Bank Chetco River Rd. U'Xing.<br>Curry County | March 9, 1982 |
| Tice Electric Co.<br>No. 9269 | Arterial St. Light Conversion Proj. (Portland)<br>Multnomah County | March 16, 1982 |
| Mid-Columbia Paving Co.<br>No. 9316 | Sherman Ave.-Eugene St. (Hood River)<br>Hood River County | March 18, 1982 |
| Hertz Electric,Inc.<br>No. 9244 | Central Ore. Hwy. & Arnold Mkt. Rd.<br>Deschutes County | March 18, 1982 |
| Baker Redi-Mix, Inc.<br>No. 9323 | Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St.<br>Baker County | March 18, 1982 |
| L.W. Hembree Co.<br>No. 9195 | Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro)<br>Washington County | March 19, 1982 |
| R. L. Coats<br>No. 9333 | U.S. Hwy. 97 - U.S. Hwy. 26<br>Jefferson County | March 19, 1982 |
| Slayden & Holm, Inc.<br>No. 9267 | Dairy Creek (Susbauer Rd.) Bridge<br>Washington County | March 22, 1982 |
| Babler Bros., Inc.<br>No. 9224 | Polallie Cr.-M.P. 84.94<br>Hood River County | March 30, 1982 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Hamilton Electric, Inc.<br>No. 9270 | Mt. Hood Hwy.@ Welches Rd.<br>Clackamas County | March 31, 1982 |
| L. W. Hembree Co.<br>No. 9194 | Mt. Hood Hwy. @ SE Hogan Rd.<br>& Burnside Rd. (Gresham)<br>Multnomah County | March 31, 1982 |
| Mill Plain Electric<br>No. 9330 | Sunnyside Rd. @ SE 97th Ave.<br>& Kaiser Hosp. Access<br>Clackamas County | April 1, 1982 |
| Jim Hall Contracting<br>No. 9313 | 362nd Dr. @ Skogan Road<br>Clackamas County | April 1, 1982 |
| Coral Construction Co.<br>No. 9334 | Lane Co. Pavement Marking<br>Project No. 4<br>Lane County | April 1, 1982 |
| Columbia Pacific<br>Construction Co.<br>No. 9364 | Blind Slough (Barendse<br>Rd.) Bridge<br>Clatsop County | April 6, 1982 |
| C.W. McCallen Const.Co.<br>No. 9085 | SW Hall Blvd.-SW Oak St.<br>Washington County | April 7, 1982 |

April 8, 1982

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9334

April 7, 1982

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9334

Gentlemen or Ladies:

On April 2, 1982, we wrote to you concerning release of final payment on Contract No. 9334 awarded to Coral Construction Company for the Lane County Pavement Marking Project No. 4.

Final payment on this contract is $4,000 and the total contract amount is $157,772.70. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Coral Construction Company
P. O. Box 850
Canby, OR 97013

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Kessey
Walt Hart
Alfred Shirley

9334 L.

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lane County Pavement Marking Project No. 4

WEEK ENDING: January 23, 1982

SECTION PREFIX: 520-1044

HIGHWAY: Various County Roads

COUNTY: Lane

NAME OF JOB:

KIND OF WORK: Delineators

CONTRACTOR: Coral Construction Co.

CONTRACT NUMBER: 9334

FEDERAL AID PROJECT NUMBER: PMS-000S(102)

DATE OF CONTRACT: August 11, 1981

DATE WORK STARTED: October 19, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 120

WORK DAYS USED:

CALENDAR DAYS USED 120

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 176,498.40

EXCLUSIVE OF ENGINEERING: $ 162,502.93

ENGINEERING AUTHORIZATION: $ 13,995.47
800.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 157,772.70

ENGINEERING COST TO DATE: $ 12,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 90 %

DATE PROJECT WAS COMPLETED: December 22, 1981

SEMIFINAL January 21, 1982 COMPLETED

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | DELINEATORS | |
|---|---|---|---|---|---|---|---|
| | | | | | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 17 | | 0 | | |
| MONDAY 18 | | 0 | | |
| TUESDAY 19 | | 0 | | |
| WEDNESDAY 20 | | 0 | | |
| THURSDAY 21 | | 0 | | |
| FRIDAY 22 | | 0 | | |
| SATURDAY 23 | | 0 | | |

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RECEIVED
JAN 25 1982
CONSTRUCTION BRANCH
CM
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CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 17 | No work. |
| MONDAY 18 | No work. |
| TUESDAY 19 | No work. |
| WEDNESDAY 20 | No work. |
| THURSDAY 21 | No work. |
| FRIDAY 22 | No work. |
| SATURDAY 23 | No work. |

## REMARKS

Final inspection made by Jim Gix and Wally Bryant on January 19, 1982.
Semifinal complete and ready for submittal to Region.
Final report.

SIGNED David L. Jones LOCATION Springfield
David L. Jones, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9334

7-1-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(102)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Lane County Pavement Marking Project No. 4

11. GENERAL DESCRIPTION OF WORK
Pavement Marking

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $280,000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO [illegible]
FOR /

| Info | Inves | R/O | C/P | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

0219
to 7/10

14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9334 2-17-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(102)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 2-18-81

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehring
FOR
Info | Inves | G/D | D/R | Sgn | Act | File

7. DATE AUTHORIZATION EFFECTIVE 2/17/81
8. FEDERAL ROUTE NUMBER Various
9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Lane County Pavement Marking Project #4

11. GENERAL DESCRIPTION OF WORK
Pavement Marking

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance to physical construction provided for by the above project at a total estimated cost of $280,000 Federal Funds.

14. DATE 2/17/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9334

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10102
Project No. PMS-000S(102)
Lane Co. Pvm't Marking Project No. 4
Lane County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $280,000.

JLG:bkc

cc: L.E. George
Lou Olson
General Files

Form 734-3122

9334

2-2-81

2.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. PMS-000S(102)

STATE PROJECT NO. See below

FROM:
[illegible]
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME Lane

ITEM NO. 10102

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2/2/81

FEDERAL ROUTE NUMBER Various

STATE ROUTE NUMBER Various

GENERAL LOCATION:

Lane County Pavement Marking Project #4

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $20,000 Federal Funds
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1/23/81 letter.

RECEIVED
STATE HWY ENGR
FEB 6 '81
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE 2/2/81

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1976-631-865

9334

1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 23, 1981

TO: Ernest J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10102
Project No. PMS-000S(102)
Lane County Pavement Marking Project No. 4
Lane County

Attached data consists of PR-1 forms with project maps, Project Proposal and Description of Procedures.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $20,000 with an obligation of $20,000 in Federal funds.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley, Reg. 3
General Files

Form 734-3122

9334.

1-15-81

L

## REPORT OF ACTION UNDER DELEGATED AUTHORITY

## BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

| Section | Estimated Total Cost | Federal Funds | State Funds | Local Govt. Funds | Approval Date |
|---|---|---|---|---|---|
| Lane County Pavement Marking Project No. 4 | $280,000 | $280,000 | $ -0- | $ -0- | 1-6-81 |
| Oregon Coast Highway at Wildwood Drive<br>Coos County | 3,150 | 2,835 | 315 | -0- | 1-6-81 |
| Beltline Highway at Green Hill Road<br>Lane County | 60,000 | 54,000 | 6,000 | -0- | 1-6-81 |
| *Kruse Way at SW Lower Boones Ferry Road<br>Lake Oswego | 20,000 | 18,000 | -0- | 2,000 | 1-9-81 |

*Project cancellation

January 15, 1981

H S Coulter
H. S. Coulter
State Highway Engineer

1-15-81
orig. to
Gorman
cy George
file

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 5, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

Lane County has requested a project to install plastic delineators on all county roads not included in their previous Title II project.

Construction will be by contract with all phases of engineering being performed by State Forces.

In summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|---|
| County | Lane County<br>Pvmt. Mking.<br>Project No. 4 | $280,000 | $280,000 | -0- | -0- |

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

George
L. E. George
Traffic Engineer

RHB:er

Attachments

[illegible]

APPROVED:

H S Coulter
State Highway Engineer

DATE: 1/6/81

RECEIVED
JAN 7 1981
TRAFFIC ENGINEERING

Contains Recycled Materials

- 1981 Willamette River (Jasper) 9335
- Br. on Springfield-Creswell Hwy.
- (Maintenance painting)

9335

L.

March 18, 1982

Aetna Insurance Company
c/o Johnson and Higgins
2029 Century Park East - 22nd Floor
Los Angeles, CA 90067

CON 5
#9335

Gentlemen or Ladies:

On March 9, 1982, we wrote to you concerning release of final payment on Contract No. 9335 awarded to Lundeen Coatings Corporation for maintenance painting on the Willamette River (Jasper) Bridge on the Springfield-Creswell Highway in Lane County.

Final payment on this contract is $862.12 and the total contract amount is $150,962.21 including $355.11 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Lundeen Coatings Corporation
P. O. Box 427
Fontana, CA 92335

bc: C. T. Keasey
Walt Hart
A. Shirley

9335

3-4-82

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Donald M. Drake Co.<br>No. 9046 | Columbia Slough Structures<br>Multnomah County | Feb. 17, 1982 |
| Morse Bros.Prestress,Inc.<br>No. 9106 | Multnomah Co. Maintenance & Operations Fac., Phase 2<br>Multnomah County | Feb. 19, 1982 |
| J. C. Compton Co.<br>No. 9213 | Cannon Beach Jct.-Necanicum Jct.<br>Clatsop County | Feb. 19, 1982 |
| E. Carl Schiewe, Inc.<br>No. 9219 | Columbia River-Lake Road<br>Multnomah County | Feb. 22, 1982 |
| J. C. Compton Co.<br>No. 9249 | Hayesville Intchge-Battle Cr.<br>Marion County | Feb. 22, 1982 |
| Wildish Const. Co.<br>No. 8975 | Willamette River-Goshen<br>Lane County | Feb. 24, 1982 |
| Hamilton Elect., Inc.<br>No. 9142 | NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd.<br>Lincoln County | Feb. 24, 1982 |
| Delph Const. Co.<br>No. 9273 | Trout Creek Culverts<br>Hood River County | Feb. 25, 1982 |
| R. L. Coats<br>No. 9351 | SCL Madras-Madras/Prineville Hwy. Jct.<br>Jefferson County | March 2, 1982 |
| R. L. Coats<br>No. 9315 | Swalley Canal-McKenzie/Bend Intchge.<br>Deschutes County | March 2, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Roy L. Houck<br>Const. Co.<br>No. 9233 | Cascade Hwy. S. @ Warner/<br>Milne Rd. (Oregon City)<br>Clackamas County | March 3, 1982 |
| Lundeen Coatings Corp.<br>No. 9335 | Willamette River (Jasper) Br.<br>Lane County | March 3, 1982 |

March 4, 1982 O. B. Jackmund
For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: March 3, 1982

FROM: For O. B.
C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of March 3, 1982.

Contract 9335 On Site Work Substantially Completed November 6, 1981

All Work Completed January 29, 1982

Project Willamette River (Jasper) Bridge

Highway Springfield-Creswell

County Lane

Type of Work Maint. Painting

Contractor Lundeen Coatings Corp.

RDC:mk

cc: R. D. Church
Walt Hart

NOTED
RMSEN

Surety
Notified
3-9-82

9335

REPORT NO. 20

4

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE RIVER (JASPER) BRIDGE

WEEK ENDING: 30 JANUARY 1982

SECTION PREFIX: 120-4230

HIGHWAY: SPRINGFIELD - CRESWELL

COUNTY: LANE

NAME OF JOB: WILLAMETTE RIVER (JASPER) BRIDGE

KIND OF WORK: MAINTENANCE PAINTING

CONTRACTOR: LUNDEEN COATINGS CORP

CONTRACT NUMBER: 9335

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: 10 AUGUST 1981

DATE WORK STARTED: 15 SEPTEMBER 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 90

WORK DAYS USED: 46

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 51.1%

PROJECT AUTHORIZATION: $ 178725.05

EXCLUSIVE OF ENGINEERING: $ 164553.02

ENGINEERING AUTHORIZATION: $ 14172.03

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 153108.58

ENGINEERING COST TO DATE: $ 12000.35

THIS WEEK: 0.0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.0%

ESTIMATED PERCENT: UNDERRUN . . . . . . . 7.0 %

PERCENT OF AUTHORIZATION . . . . . . . 84.7 %

DATE PROJECT WAS COMPLETED: 5 NOVEMBER 1981

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ~~4117X~~<br>BRIDGE NO. | CLEAN &<br>PAINT | | | | | | |
| PERCENT | 100.% | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | MOSTLY CLOUDY | 0 | | |
| TUESDAY | RAIN | 0 | | |
| WEDNESDAY | RAIN | 0 | | |
| THURSDAY | PARTLY CLOUDY | 0 | | |
| FRIDAY | PARTLY CLOUDY | 0 | | |
| SATURDAY | | 0 | | |

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | Willamette River (Jasper) Bridge - for week of Jan 24 thru 30, 1982. |
| MONDAY | No project work this week. |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

This week: No project activity.

Next week: No project activity planned.

NOTE: Project complete. Sem-final to be submitted when corrected contractor's certified payrolls received.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*5716

9335

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9335

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NOV 13 1981
CONSTRUCTION BRANCH
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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 12, 1981

FILE: TRA 4-1

Kipp D Osborn

FROM: KIPP D. OSBORN
Regional Traffic Engineer

SUBJECT: Supplemental Report
Vehicle Accidents Observed
or Investigated by Employees

TO: C. T. Keasey

NOTED
H.S.COULTER

Herewith a Report of Motor Vehicle Accident Observed or Investigated by Employees, Form E-589, for a ~~fatal~~/non-fatal accident which occurred at M.P. 5.0 on the Springfield-Creswell Highway, (Date 10-13-81).

It is judged that the condition or design of the highway was not a contributing factor in this accident, therefore, a supplemental report will not be submitted.

KDO/cw
Encl.

11-16-81
Copies to: H.S. Coulter
Jack Sollis

RECEIVED
STATE HWY ENGR
NOV 17 '81
REFER TO

| FOR | | | | | | |
|---|---|---|---|---|---|---|
| Info | Invest | R/D | D/R | Sign | Act | File |
| | | | | | | |

m 81-7.4-3000

Oregon State Highway Division

## REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident Oct. 13 - 1981

Time of Accident 3:10 PM (A.M. or P.M.)

Name of Driver V#1: [illegible] [illegible]

Name of Deceased (if any) NONE

Date of Field Investigation Oct. 13, 1981

County LANE

Highway Name SPRINGFIELD - CRESWELL

Highway Number 222 Route

General Location NEAR NORTH END OF WILLAMETTE RIVER (JASPER) BRIDGE

Mile Post 5.0 ±

Posted Speed [redacted] 55

Check Appropriate Items:

**Type of Culture**
- __ Heavy
- X Moderate
- __ Light
- __ None

**Surface Condition**
- X Dry
- __ Wet
- __ Snow or ice
- __ ______ (Other)

**Grade (in direction of Vehicle's travel)**
- X Level
- __ Hillcrest
- __ Approx. __% descending
- __ Approx. __% ascending

**Lighting**
- X Daylight
- __ Dawn or Dusk
- __ Darkness Illum.
- __ Darkness, non-Illum.

**Alignment** Indicate North ○
Sketch alignment and path of vehicle(s)

**Highway, X-Section**
Sketch with dimensions

SEE ATTACHED SHEETS

Description of Accident: SEE ATTACHED SHEETS.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution:
Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator

Title ENGR. ASST.

①

ACCIDENT 10-13-81 @ 3:10 PM

VEHICLE #1

DRIVER: CATHY BULLER
ADDRESS: 4597 LARKWOOD
EUGENE, OR 97405
ODL#: GREEN VOLKSWAGON VAN
LISCENCE#: HMY 352
INSUR. CARRIER STATE FARM
PHONE# 343-8405 OR 484-7111

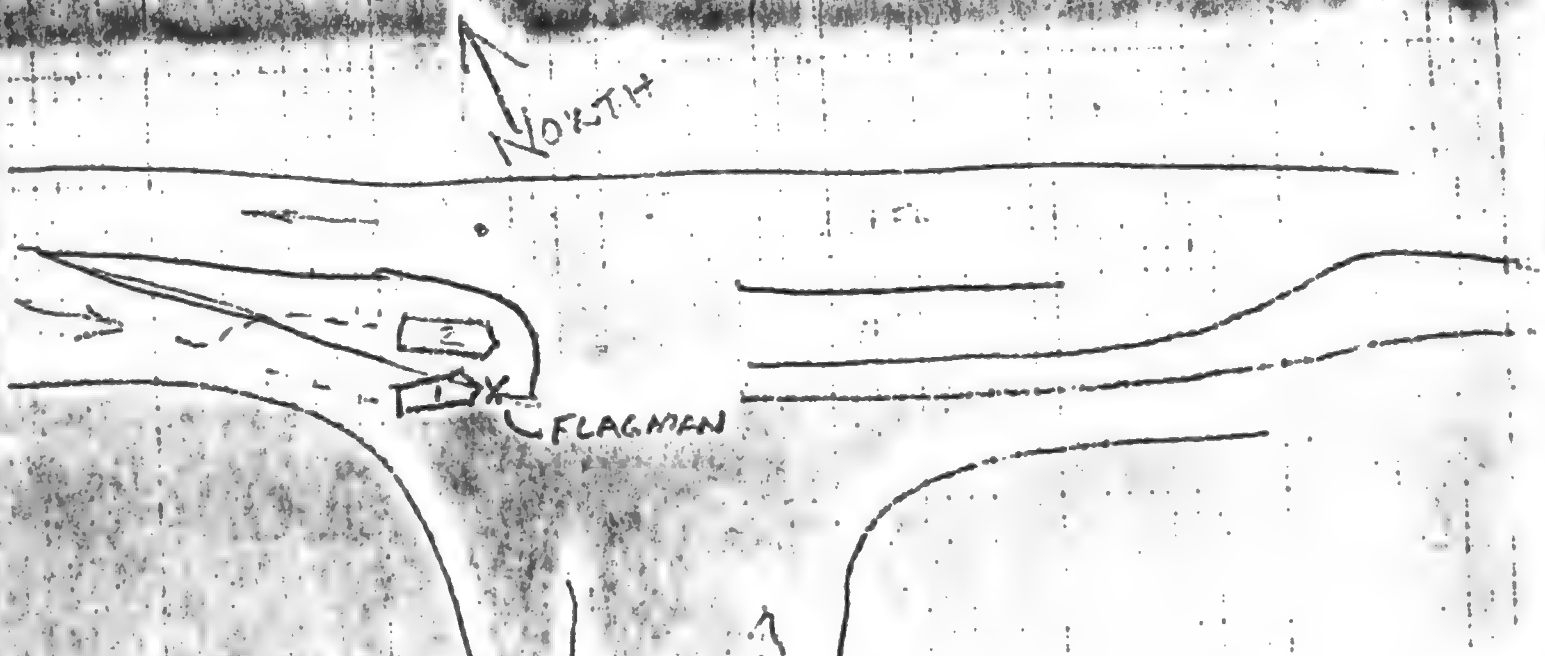
---

VEHICLE # 2

DRIVER: HAROLD HENRY BRISTOW
ADDRESS: 85383 SPFLD.-CRESWELL HWY.
PLEASANT HILL, ORE. 97401
ODL#: 372250
LISCENCE#: GE 1080
VEHICLE: YELLOW OLDS. DELTA 88

②. VEHICLES #1 & 2 APPROACHED THE PROJECT FROM THE NORTH WEST END OF THE PROJECT. FLAGMAN, RANDY COUNTS, STOPPED THE 2 APPROACHING VEHICLES (VEHICLES #1 & 2). VEHICLE #1 INDICATED A RIGHT TURN ONTO THE STRUCTURE AND VEHICLE #2 INTENDED TO PROCEED STRAIGHT AHEAD. WHILE CONTINUEING TO SHOW THE "STOP" SIGN TO VEHICLE #1, RANDY MOTIONED FOR VEHICLE #2 TO PROCEED AROUND VEHICLE #1 TO THE LEFT SIDE OF VEHICLE #1.

WHEN VEHICLE #2 WAS ABOUT ALONG SIDE VEHICLE #1, VEHICLE #1 MOVED AHEAD AND TO THE LEFT INTO THE SIDE OF VEHICLE #2. AS SOON AS RANDY NOTICED THE VEHICLE #1 WAS MOVING HE HOLLERED FOR VEHICLE #1 TO STOP BUT VEHICLE #1 CONTINUED ON INTO VEHICLE #2.



③ [redacted]

DRIVERS STOPPED. THEN PROCEEDED ON EAST TO A PARKING AREA AND EXCHANGED INFORMATION.

DAMAGE TO RT. DOOR & RT. REAR FENDER VEHICLE # 2.

DAMAGE TO LT. FRONT CORNER VEHICLE #1

9335

November 9, 1981

undeen
oatings
orporation

O Box 427
0251 Calabash Avenue
ontana
lifornia 92335

lephone
4-350 [illegible]

Telex
7-6337 FONT

State of Oregon
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: File No. CON 5 - #9335
Public Works Contractor Wage Certification
Lane County, Springfield-Creswell Highway,
Willamette River (Jasper) Bridge Section
Maintenance Painting

Gentlemen:

We are hereby submitting in duplicate the subject Public Works Contractor Wage Certifications for periods ending September 20, 1981 and November 6, 1981 as requested in your memo of October 20, 1981.

We understand that this transmittal finalizes the completion procedure of this job. If you should have any questions regarding the enclosures, please contact us at your earliest convenience.

Very truly yours,

LUNDEEN COATINGS CORPORATION

Earl S. Dietrich

Earl S. Dietrich
Vice President, Operations

bmg
Enclosures as noted

11/16/81
Sent to Ellen Jones
for W [illegible]

[illegible]
[illegible] 16 [illegible]
COMMISSION [illegible]

9335

L

August 12, 1981

Lundeen Coatings Corporation
P. O. Box 427
Fontana, CA 92335

OCH 3
#9335

Gentlemen:

The Corporation Commissioner's Office has notified us that your firm is delinquent for 1981. This is in reference to your Contract No. 9335 for maintenance painting of the Willamette River (Jasper) Bridge in Lane County.

Under Oregon law it is necessary that corporations be properly registered before commencing work on a State highway contract.

If you have not already done so, please take the necessary steps to register with the Corporation Commissioner.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhm

bc Corporation Commissioner
Commerce Building
158 - 12th Street NE
Salem, OR 97310

C. T. Keasey

9335

L

STATE OF OREG[illegible]

INTEROF[illegible]CE MEMO

CON 5
#9335

TO: MEMO TO FILE

DATE: August 10, 1981

RWG

FROM: Bob Gormsen
Commission Services

SUBJECT: Willamette River Bridge painting project on July 23-August 6 bid letting.

On August 5th Mr. Williams of Beaver Painting Company appeared in Room 121 Transportation Building, Salem, carrying a sealed bid for the above project. He attempted to hand the bid in to Fran Neavoll and she referred him to me.

In my office we went over the specifications which stated that a prospective bidder must attend the pre-bid meeting and inspect the job with our personnel. Mr. Williams stated he had inspected the bridge privately and not at the pre-bid meeting. I showed him the Davis memo on the pre-bid meeting but did not reveal the identity of those who attended.

He admitted he had not done this. He stated that he thought because the bid opening date had been changed from July 23 to August 6th that the pre-bid inspection meeting would also be changed.

We then together read the related specifications and he still insisted on handing in the bid. I told him we needed legal advice and called Dale Hormann. We went to Hormann's office and Hormann reviewed the specifications and told him the bid could not be accepted because it did not meet the requirement of the pre-bid meeting.

Before leaving Hormann's office we composed a letter which would be mailed back with the unopened bid. Mr. Williams was present while this was being done.

I returned to my office and prepared the letter and mailed it in the same envelope with the unopened William's bid.

Our records show that the plans had been ordered by Beaver Painting Company on July 2, 1981, by phone.

Enc.: Copy of Davis memo of July 16th
Copy of July 2 order for plans
Copy of specifications

cc E. S. Hunter
Dave Moehring
J. H. Versteeg
Jack Davis
Jack Sollis
Dale Hormann

81-125-1387

9335

No. 222

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/15/81
Donald L [illegible]

July 23 1981 Bid Letting ________ All Clear Deadline

SECTION Willamette R. (Jasper) Bridge
Highway Springfield-Creswell
County Lane Region 3
Type of Work Painting Funds SP. Maint.
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

No FA No.
State Funds

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | N/A No Fed Funds |
| EIS | ✓ | | | | | |
| Negative Declaration | ✓ | | | | | |
| Project Assessment | ✓ | | | | | |
| Write-off Letter | ✓ | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☒ | | | | | |
| Cultural Salvage | ☒ | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | | | | | |

9335

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO

PRO 3

DATE: June 3, 1980

TO: MEMO TO THE FILE

E S Hunter

FROM: E. S. Hunter
Assistant State Highway Engineer

Subject: Maintenance Painting
Coast Fork Willamette River Bridge and
Willamette River-Jasper Bridge

On this date, Scott Coulter approved adding the maintenance painting of the Coast Fork, Willamette River Bridge to the June contract letting. His approval is consistent with the recommendations of John Sheldrake and Walt Hart.

The Willamette River-Jasper Bridge maintenance painting has been deferred but will go on the contract schedule for May, 1981.

cc H. S. Coulter
D. H. Moehring
R. L. Schroeder
J. H. Versteeg
Walt Hart
Jack Sullivan

ESH:ja

1.125-1387

9335

222

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/28/80
Donald L Rount

June 26, 1980 Bid Letting ___________ All Clear Deadline

SECTION Willamette River (Jasper) Bridge
Highway [redacted]
County Lane Region 3
Type of Work Br. Painting Funds Sp. Maint.
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| | | | | | | N/A No Fed Funds |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

1981 Center St. @ Lancaster Dr. 933
& Lancaster Dr. @ Market St. Sec.
(Grad., pav. & signals)

C&a [redacted]6589 6-23-78
6885 1-26-79

9336

nig   cc: O[illegible]D (Coulter)

DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NUMBER<br>10 | REPORT NUMBER<br>2 | COUNTY<br>Marion   12-20-83 | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-20-83 | | REPORT MADE BY<br>William H. Kappus, Area Engineer | PROJECT NO.<br>M-1640(1) &<br>M-1615(3) |

| | | | |
|---|---|---|---|
| COMPLETION DATE<br>4-14-82 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>12-8-82 | TIME ELAPSED<br>111 | CONTRACT TIME<br>200 CD |
| APPROVED EXTENSIONS<br>None | LOCATION<br>See Below | | |

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANCASTER DRIVE @ CENTER ST. & MARKET ST.
LANCASTER DRIVE (Salem)
Traffic Signals Installation

This project provided for the installation of multiphase traffic signals with left-turn movements at Center and Market Street intersections. Work also included widening the existing roadway on the southwest side of Center Street to provide a through-lane and a right-turn lane.

The contractor overran the contract time by 22 days. A total of $3,300 in liquidated damages was assessed for the 22 days. The total project cost underran by 5.7%. This was due to a large underrun in Engineering and to not utilizing the anticipated items.

A final inspection of the completed project was made April 29, 1982.

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | -c! | File

CJ
1/9

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed By<br>WILLIAM H. KAPPUS<br>Area Engineer<br>William H. Kappus | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer<br>Glenn K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>12-20-83 | TITLE<br>Field Operations Engineer | DATE |

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.
(Rev 12-79)

9336

8-19. 5

8 a.m.

STATE OF OREGON INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
AUG 10 '83
REFER TO
FOR

| Info | Inves | R/D | O/R | Sign | Act. | File |
|---|---|---|---|---|---|---|
| | | | | | | |

TO: H. S. Coulter
State Highway Engineer

NOTED
H. S. COULTER

DATE: August 9, 1983

FROM: Fred D. Miller
Director
Fred

SUBJECT: Meeting of July 27, 1983 with Emerson Hamilton and John Gervais

copy PRO 5-1

As a continuation of our discussions with NECA, I met with John Gervais and Emerson Hamilton on July 27, 1983. We had a good discussion of my letter to Gervais dated July 14 and the follow-up letter from Hamilton on July 20. Some of the points that we discussed need to be followed up:

8-11 [illegible]

(1) Hamilton has a problem with our appeal process on time extensions. Upon discussion, it appears that the process is not bad. Rather, his problem is with the way we seem to implement it. He still perceives Jackmond as making both the original and final decisions so that the process does not move from one level of management to another. Part of the problem seems to be the quality of the letters that we send to the contractors and the lack of information provided in them. It was suggested that if Schwartz is to make the final decision on appeals that his position in this regard would be most effective if he served in a "quasi-judicial role".

Swartz
Your thoughts.

(2) We discussed the point of disclosure of information and whether an advisory opinion from the Attorney General would be necessary. Generally, it was agreed that an opinion would not be necessary. I indicated that Frohnmayer commented that practically all information should be released to the public. Yet, a blanket statement would not be appropriate.

Hamilton again commented that a frequent problem is that they receive inadequate information in our letters of denial. I said I thought we could improve the quality of the letters. Gervais indicated that on several occasions the Highway Division has agreed to provide more information in these letters, but that it has not happened.

Swartz. I think we have good examples on how info has improved.

(3) I had difficulty with Hamilton's point relating to Section 109.04. I indicated that staff had informed me that we do proceed beyond "theoretical unit prices" and that the language indicates that we do. They agreed that the language indicated that, but that we do not operate that way. This is something that we can address.

Ed Harter
can Steve - help explain

125-1387

(4) Again, on 109.07 relating to rental equipment, I indicated that we did allow for rental costs. Hamilton indicated that the sentence he notes in his letter gives us the potential for not allowing these costs and, in fact, that Jackmond does not in practice allow them. Hamilton raises the question: What if the rental cost is considerably higher than the equipment use cost that is allowed? What do we do in that instance?

Swanton. answers?

(5) What happens if the State is the cause of late delivery of equipment or material? Hamilton agrees that they are responsible for the items on which they bid. However, when we are the cause of the delay, why should they be responsible? Comments?

? I believe w are responsible for our acti

(6) They would like to discuss further the percentage allowances for overhead and profit in Section 109.07. In my previous letter, I invited them to do so. I believe that they will follow this up.

Swanton FYI
may surface as item for AGC meeting

(7) Gervais feels strongly about 109.09 relating to OSHA's presence on the job site. He plans to appeal this to the Commission. I need some discussion of this in advance so that I know both sides of the argument. They are anxious to participate in the AGC Committee meeting related to the appeal process. Evidently that is happening.

I would like to get together with you, Ed, someone from Construction, and Macnab to talk about these points and discuss my letter to Gervais, Hamilton's letter to me, and how to proceed from here. Florence will try to arrange a meeting this week.

FDM:fn

Attach.

cc John Gervais
Emerson Hamilton

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

July 20, 1983

John Gervais, Government
Relations Director, N.E.C.A.
P. O. Box 2326
Salem, Oregon 97308

Dear John:

I have just received and reviewed the July 14, 1983 letter from Fred Miller, Director, Department of Transportation to you regarding our request in changes in the "Red Book Revision" draft.

I am pleased that we will be able to join AGC in the scheduled meeting to develop a formal procedure for handling contract claims. I hope that this meeting will also be able to address claims or appeals on time extension requests.

If the time extension appeal procedure is not discussed with the AGC Committee and the Department, then I have a real problem with the decision to make the final authority on time extension appeals resting with the Assistant State Highway Engineer for Operations. I feel that there is a very valid concern for contractors where the rule making authority also serves as judge, jury, and review board. I believe the problem could be solved with arbitration type procedures allowed rather than contractors being forced into costly litigation immediately on these problems.

Quality of letter

- info in rejection letter

Schwartz
quasi-judicial

On the issue of disclosure of Highway Division records pertaining to time extension requests, I feel that the contractor must have the maximum amount of information available as to why the request was

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

denied. I can not think of any information contained in internal documents that would be so secret that the contractor should not have access to it. I think that it would be adviseable to ask for an advisory opinion from the Attorney General in this matter. If we can not solve the problem, I think we should be prepared to go to the 1985 Legislature with an appropriate Bill to allow us access to this information. (2)

lengthier background when denied

I am pleased to hear that the Department has agreed to accept our proposed changes in Section 108.08 and 108.09.

specific agreement before + doesn't stop

I still have a concern about Section 109.04 and if the procedure as outlined is to be followed I think that the Project Managers should be made aware that they do have an obligation to proceed beyond the theoretical unit prices when the character of the work has been changed, as it will be in most cases of this type. (3)

disagreement

evidence on not costing

In regard to rental equipment, I do not believe my concerns there have been adequately dealt with. Although Section 109.07 (c)(c-7) does provide for compensation when outside equipment is rented, it also states "The State may reduce the payment when the invoice amount plus allowance is higher than the amount that would have resulted from using the specifications set forth in (c-2) through (c-5) above." This sentence has the potential of not allowing us to recover our actual costs on rented equipment.

we do allow full rental - not in practice

if rental needed higher than equipment allowed

In Section 108.09 I am primarily concerned that the Department understand that where they cause a late delivery of materials through changes in the scope of the project through Price Agreements or Force Accounts, there is a potential for delivery problems, which should not be the responsibility of the contractor.

what if we cause late delivery

They are responsible when they bid.

I am willing to accept the Department reasoning for the rejection of request for profit mark up in Section 108.11 (b).

I believe there is a strong feeling among the N.E.C.A. Contractors that the percentage allowances for overhead and profit in Section 109.07 (e) are not enough to cover actual costs, particularly on small change orders. I believe we should accept the offer of the Highway Division to discuss this particular area with us at our convenience and I think it should be done as soon as possible. I would suggest that we involve Nick Hackenberger, of the N.E.C.A. staff, who was involved in a similiar effort with the State of Washington and who has much background in this area.

-continued-

what justification is required

Discussion meeting

I am willing to accept the Department reasoning for not allowing the overhead allowance to cover materials on hand in Section 109.10 (f).

I hope that you will convey to Fred Miller my appreciation for his attention to our concerns and for promptly addressing a number of them. I am ready to meet at his convenience to discuss the items I have outlined above that I still feel strongly should be addressed to head off serious problems in the future.

Very truly yours,

Emerson Hamilton

EH:grg

107.09 - appeal to Commission - formal
response prior to his
appearance.

appeal process - work with ABC committee

9336

5

July 14, 1983

CON

copy
PRO 5-1

John Gervais
Governmental Relations Director
National Electrical Contractors
P. O. Box 2326
Salem, Oregon 97308

I appreciate your prompt response outlining your concerns with our contract administration. Your reply indicates four specific issues: (1) NECA involvement in the joint AGC/OSHD Committee on Contract Claims; (2) an evaluation and better definition of our appeals process in handling time extensions; (3) a review of our policy on disclosure of Highway Division records pertaining to requests for time extensions; and (4) a review of proposed language in our new Standard Specifications under Sections 108 and 109. I have discussed these issues with my staff and find that we can respond positively to many of them.

As you know from our earlier meeting, the Highway Division and AGC are actively engaged in discussions to develop a formal procedure for handling contract claims. The Highway Division welcomes your input to these discussions. The next meeting with AGC has been scheduled for July 19 at 1 p.m. in our Construction Section office here in Salem. If you wish to participate, I invite you to contact Bryant Jackmond prior to that meeting so that he can bring you up-to-date on the Committee's work. Bryant has discussed your involvement with John Boyer from AGC, who is co-chairman of the Committee, and found him receptive to NECA joining into the discussions.

Your concern over the administration of requests for time extension seems to involve two subordinate issues: (1) the timeliness of the Division's response; and (2) the appeals process. It is the Division's policy to handle all such requests in a timely manner; however, this is not always possible or is not always practiced by our Project Managers. I invite your member contractors to bring less than timely responses to the attention of our Region Engineers for prompt action.

The process for the request and granting of time extensions is documented in our Construction Manual in Section 108.09 and does not provide for an appeal process for denial of additional time. We believe this is proper and is consistent with numerous references in the Standard Specifications which state that the engineer's decision is final. At some point, a decision must be made which becomes the position of the Highway Division and not subject to further appeal.

The process currently rests final authority with the Assistant State Highway Engineer for Operations. Although his decision is final, the Division is not so arbitrary that the decision-maker would not reconsider his decision given new or additional information which would alter the decision.

On the issue of disclosing Highway Division records pertaining to requests for time extensions, our current practice is well within the statutory boundaries. Although I am sensitive to your request for full disclosure, I am also sensitive to the Highway Division's need to preserve open lines of internal communication. I have been assured, that when a request for additional time has been denied, the contractor is provided with information outlining all of the reasons for the denial. If this information is not sufficient, then the current law allows you the opportunity to petition the Attorney General for disclosure of the Division's records on a project-by-project basis.

I still would be willing to ask for an advisory opinion from the Attorney General; however, I have already been informed of his views and they are consistent with the above paragraph.

The letter from Emerson Hamilton, which you enclosed, discussed nine areas of the new Standard Specifications where he saw potential problems for NECA contractors. The first two, I believe, are appropriate to change. They will be revised as follows:

Section 108.08(b)(b-1)(1) -The words "on-site" will be eliminated and it will read: "Strikes and labor disputes. . . ." This will allow consideration of off-site strikes to the extent that the contractor can document the impact of such a strike on his performance of the contract.

Section 108.09(d) - The new language pertaining to weather will be replaced with the language similar to the current specification--"Reasonably predictable weather conditions are not a valid reason for adjustment of contract time."

Three other concerns addressed by Mr. Hamilton, we believe, are adequately addressed in the new specifications. In Section 109.04 the theoretical unit price determination only applies when the character of the work is not altered. When the character of the work or unit costs are materially changed, then the second paragraph of that section allows for an equitable adjustment in the bid price for the work.

For Extra and Force Account Work, the cited section, 109.07(c), pertains only to contractor-owned equipment where an invoice would not be available to establish contractor cost. When a contractor rents equipment, Section 109.07(c)(c-7) provides for full compensation the ". . .actual paid invoice. . ." plus ". . .an amount equal to fifteen percent of the invoice amount. . .will be added for overhead, profit. . .," etc.

An additional concern on equipment rental deals with payment for "standby time." The section cited, 109.07(c)(c-4), only applies to contractor-owned equipment. We believe your concerns are addressed by Section 109.07(c)(c-7), which provides for full compensation based on actual paid invoice, when equipment is rented from an outside source. This would cover contractor costs for both "standby time" and minimum rental rates.

The four remaining issues are ones that I do not feel we can compromise. Section 108.09 on late delivery of material should not be changed. Scheduling delivery of materials is always the responsibility of the contractor, and securing timely delivery is an essential part of the competitive bidding process. Therefore, I am not sympathetic with this request.

Section 108.11(b) allows for the State to purchase materials from the contractor when a contract is terminated through no fault of the contractor. In general, the Division prefers for the contractor to return all unused materials to the suppliers. When this is not possible, we would consider purchasing the material but only at a price equal to the value of the materials. Contractors are reimbursed for their handling cost to deliver it to an approved storage area, but payment for a profit markup would not be reimbursed by the Federal Highway Administration. Therefore, we will not agree to this request.

Section 109.07(e) refers to percentage allowance for overhead and profit. The rates used in the specifications are generally accepted by the industry and are used by the majority of other states. At this time, we do not have a basis upon which to justify the changes you have suggested. However, the Highway Division would like to discuss this with you at your convenience. We would consider a future change if you are able to provide information that could, through audit, establish a basis for change. Such a change would be applied to all contractors and would be subject to FHWA approval.

On Section 109.10(f), you asked that a ten percent allowance for overhead be added to the Materials on Hand payment. Generally, the cost of financing construction work initially lies with the contractor. To the extent that we can reduce a contractor's financing cost through timely progress payment and payment for materials on hand, we will. However, the Division contracts to pay for material in-place. With adequate assurances that material will be placed per the plans and specifications, payment for materials on hand is a method used by the Division to ease the financial burden of the contractor. Adding an overhead cost would not add any value to the material and would not be in keeping with the spirit of this specification.

I hope that my comments have satisfied most of your concerns. With the changes that I have discussed, we plan to move ahead with Commission adoption of the new Standard Specifications at the August meeting.

Although I was not able to provide a positive response to all of your requests, I feel that your comments were constructive. If you would like to discuss my response further, feel free to call.

Fred D. Miller
Director

bc H. S. Coulter
W. E. Schwartz
E. S. Hunter
J. H. Versteeg
C. T. Keasey
Steve Macnab

SHM:ja WES:st FDM:fn

NECA NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION
OREGON COUNCIL OF NECA CHAPTERS
John Gervais Governmental Relations Director

June 27, 1983

To: Fred Miller
Director, Department of Transportation

Dear Fred,

Enclosed you will find a letter from Emerson Hamilton dated May 19, 1983, expressing our concerns in regard to Red Book Revision. Also a memo dated January 10, 1983, on liquidated damages and time extension concerns that we have.

As requested, I am forwarding you a copy of the Attorney General's response to time extension information. It is our hope that the A.G.A.'s response will set a general direction for your departments policy on release of information.

Finally, I look forward to being involved immediately and in a meaningful way in your department's evaluation of the appeal process.

I would like to thank you and your various staff members for the time given to NECA last week in regard to the important concerns.

Sincerely,
John Gervais

John Gervais
Governmental Relations Director
NECA

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Comments –

6-27-83
Steve
Pls prepare a response for each item. A meeting will be held (in house) before a formal response is sent by Miller
SH

Oregon-Columbia Chapter
Oregon Pacific-Cascade Chapter
Northwest Line Constructors
P.O. Box 2326 • Salem, Oregon 97308 • (503) 378-0130

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

May 19, 1983

Mr. John Gervais
P. O. Box 2326
Salem, Oregon 97308

RE: O.S.H.D. Standard
Specifications Revision

I received the copy of the final draft of the proposed revisions of Sections 108 and 109. I have had to make a very cursory examination of the revisions since we are on such a tight time frame. Although some of our concerns have been answered, there are a number of very important ones that have not and I will point these out.

Section 108.08(b)(b-1)(1) - This sentence reads "on site and strikes". I presume that this is a typo and that it should read "on site strikes". This concerns me greatly since I think in the case of electrical work off site strikes are more important than on site strikes.

Section 108.09(d) - Although our concerns about weather conditions have been eased somewhat, the language is still too strong. It indicates that now weather must be determined by the engineer to be a phenomenon of nature of catastrophic proportions or intensity. We have discussed many times how weather conditions considerably less than catastrophic can seriously affect or impact a project.

Section 108.11(b) - Although this has been changed to indicate that materials will be purchased, there has been no allowance for handling

-continued-

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or administrative costs. There should be no less that 10% allowed to cover these costs.

Section 109.04 - They are still using the concept of determining a theoretical unit price by dividing a lump sum contract amount by the estimated quantity of the item. As we have discussed many times, this is not realistic and we must include language to state that the price is to be negotiated between the contractor and the engineer.

Section 109.07(c) - The language that we expressed concerns with in regard to equipment rental has not been changed. It still states that contractors will be paid only during the hours that the equipment is operated and the equipment hours will be recorded to the nearest one quarter hour. It also states that the equipment will only be paid at the established rates. This must be modified to indicate that minimum rental rates as charged by outside rental agencies will be reimbursed. It should also indicate that equipment will be paid for during the time that it is on the job.

Section 109.07(c)(c-4) - The concept of "standby time" is still used. In my opinion, we should oppose this concept and request full payment when equipment is on a job site.

Section 109.07(e) - Our request for the change in percentages has been ignored. In my opinion, we should make the same request again. In addition, we should also ask for a percentage of mark-up for equipment rental.

Section 109.10(e) - We should again make our request for a 10% allowance for overhead to cover material items.

Section 108.90 - Late delivery of materials should be deleted as an item which is completely within the province of the contractors control or responsibility.

If you have any questions on any of these items, please contact me.

Very truly yours,

Emerson Hamilton

EH:grg

January 10, [illegible]3

LIQUIDATED DAMAGES & TIME EXTENSIONS

1. A time suspension should be allowed on days where there is inclimament weather occurring rather than having to document the date on the completion of the job. This will allow for a discussion and decision at the time the weather delay occurred.

2. There seems to be a great disparity in the uniformity of decisions on time extension requests. It appears that precedents are not consider and it seems they should be.

3. Contractors need more information when time extension requests are denied. We need to know the reason for the refusal of the request. We need copies of internal memos or information in more detail as to why we have been rejected.

4. The OSHD does not recognize "ripple time" on time extension delays. The Corp of Engineers will grant "ripple time" affects, including demobilization, suspension of work and remobolization. There is a severe scheduling of manpower when a contractors work is disrupted. The actual length of a strike for instance has no meaning, the resulting length of the delay does have meaning.

5. The contractor should be allowed to remobolize when work has been suspended.

6. A contractor should not be charged for a delay if the controller has passed through the lab. It then should become a warranty problem.

7. On design changes and change orders, especially late in the job, the ripple time of effect of these changes should be allowed. This disruption has a substantial effect on the job.

8. Most time extension requests take an excessive about time to be processed by the OSHD. Six months is too long and attached are copies of examples that substantially longer than that. It is unfair to the contractor to have money held that long.

9. The recommendation of a project manager is frequently decreased when the time extension request gets to Salem. It appears that the project manager should have the best first hand knowledge of the circumstances of the case.

10. It seems that only partial damages should be charged if the public has the use of major part of the project during the time that the entire project can not be completed.

11. There is an appeal procedure for decisions of the Contract Administration Engineer. It first goes to the Claim Review Board and then to the Oregon State Highway Commission. We need to know who the members of the Claims Review Board are, how it functions, and how frequently it meets.

12. We have consistently been refused time extensions for Price Agreement or Force Account work during the course of the job. In the documentation of the State it has been contended that the work should have been completed in the original time schedule, yet Carroll Keasey has said that there is no problem in a time extension if there is a change made. Actually practices has not borne this out.

13. The project manager does not frequently process time extension requests when they are submitted. He usually wants to hold them until the job is completed, and this is unfair to the contractor and contrary to the Standard Specifications.

14. On strikes no ripple effect is allowed. ______________ has been indicated by a letter stating the duration of the strike is required. Who should the letter be from?

15. Carroll Keasey has indicated that the OSHD has authority to make exceptions to the Standard Specifications on time extension requests. We need to know what the exceptions are.

16. Delays in materials from single sources of supply such as 3M should be recognized.

17. When controllers fail in the field, it should be treated as a warranty problem, rather than a continuation of calendar day count time and subsequent

January 10, [illegible]3

18. The OSHD should define what they consider as substantial completion.

19. There should be a suspension of work clause in contracts. There should be a constructive suspension when the contractor can not do anything else.

20. Constructive acceleration should be treated the same as a Change Order and costs be allowed.

21. We have experienced slow payment on time extension requests once liquidated damages have been waived. Examples as attached.

22. The software specifications for the State keep changing because of the conversion to the 170 system. This should be allowed in time extension requests.

9336

NOTED
H.S. COULTER

May 3, 1983

COM

John Gervais
Emerson Hamilton
P. O. Box 2326
Salem, Oregon 97308

I have received a copy of the order of the Attorney General in response to your petition under the public records law. That order directs the Highway Division to disclose the records covered by the records request.

Enclosed are copies of the three memorandums covered by this request.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Enc.

cc John A. Reuling, Jr.

MR:st

bc H. S. Coulter
Jack Sollis
C. O. Fredrickson

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

No. 9336

RECEIVED
STATE HWY ENGR
MAY 2 '83
REFER TO
Schwartz
FOR

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April 29, 1983

NOTED
W. E. SCHWARTZ

John Gervis
Emerson Hamilton
P.O. Box 2326
Salem, Oregon 97308

Dear Messrs. Gervis and Hamilton:

This constitutes the order of the Attorney General in response to your petition under the public records law, received in this office on April 25, 1983. You seek an order to require the Oregon State Highway Division to allow you to examine memoranda from the project manager and contract administration engineer which apply to contract No. 9336, concerning a time extension request which was denied.

The Highway Division asserts that the records in question are exempt from disclosure under ORS 192.500(2)(a), as preliminary interagency communications.

The three documents subject to this request are interoffice memoranda. They contain preliminary opinions and recommendations, and to that extent are thus of the type covered by ORS 192.500(2)(a). However, the exemption from disclosure is conditional. It is applicable only if the public interest in encouraging frank communication between officials and employes clearly outweighs the public interest in disclosure. We see no possible harm to the public interest in disclosure of these records. The petition is accordingly granted, and we order disclosure of the records covered by the records request.

The Highway Division must comply with this order within seven days of its date. However, it may instead, within the seven days, give notice of its intent to challenge the order to this office and by certified mail to petitioners, and thereafter within another seven days file suit in the Marion County Circuit Court.

Sincerely,

John A Reuling Jr

JOHN A. REULING, JR.
Special Counsel to the
Attorney General

JAR/js

cc: H. S. Coulter (w/enc.)
State Highway Engineer
140 Transportation Bldg.
Salem, Oregon 97310

Jack Sollis (w/enc.)
Attorney in Charge
113 Transportation Bldg.
Salem, Oregon 97310

RECEIVED
25 1983
ATTORNEY GENERAL
SALEM, OREGON

Jack Ellis

APRIL 13, 1983
[date]

I (we), JOHN GERVAIS AND EMERSON HAMILTON,
[name(s)]

the undersigned, request the Attorney General to order THE DEPARTMENT OF TRANSPORTATION
[name of governmental body]

and its employes to (make available for inspection) (produce copies of) the following records:

1. MEMOS FROM THE PROJECT MANAGER AND CONTRACT ADMINISTRATION ENGINEER WHICH APPLY TO CONTRACT # 9336 FROM THE O.S.H.D. IN REGARD TO A TIME EXTENSION REQUEST THAT WAS DENIED.
[name or description of record]

2. .
[name or description of record]

I (we) asked to inspect and/or copy these records on APRIL 5, 1933
[date]
, at IN A PHONE REQUEST TO THE ASSISTANT STATE HIGHWAY ENGINEER
[address]
. The request was denied by the following person(s):

1. W.F. PAT SCHWARTZ, ASSISTANT STATE HIGHWAY ENGINEER FOR OPERATIONS, O.S.H.D.
[name of public officer or employe;
title or position, if known]

2. .
[name of public officer or employe;
title or position, if known]

John Gervais
[signature] [signature]

JOHN GERVAIS, P.O. BOX 2326, SALEM, OREGON 97303
NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION
[address] [address]

HAMILTON
ELECTRIC Inc.
ELECTRICAL CONTRACTING

April 6, 1983

Mr. John Gervais
P. O. Box 2326
Salem, Oregon 97308

Dear John:

On April 5, 1983 I contacted W. E. "Pat" Schwartz, the Assistant State Highway Engineer for Operations in the Department of Transportation, Highway Division. I requested Pat to provide me with the memos of the Project Manager and the Contract Administration Engineer, which apply to Hamilton Electric's time extension appeal on the Center Street at Lancaster, and Market Street at Lancaster Drive Project, O.S.H.D. Contract #9336 in Salem. Pat advised me that he was not sure that he could provide these documents and asked if I was asking for copies or just to look at them. I said that at the present time I wanted to look at them, but perhaps I would want copies. He told me he was not sure whether he could do that or not, but that he would check and get back to me. At 4:50pm on April 5th Pat called back. I was out of the office, but he left a message that indicated that the Highway Division would not show me the documents. He indicated that they are not subject to public disclosure. He indicated that they would be more than happy to discuss in length their decision with me in person.

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232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

As I have previously discussed with you, I believe that these records are public information and subject to disclosure and request that you appeal this decision to the Attorney General of the State of Oregon on behalf of Hamilton Electric and the National Electrical Contractors Association.

I believe that this rejection documents the need for the passage of Senate Bill 647 in the event that the Attorney General does not feel that the documents requested are subject to public disclosure.

Very truly yours,

Emerson Hamilton

EH:grg

9336

March 1, 1983

Emerson Hamilton
Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON

Time Extension Appeal
Center St. @ Lancaster Dr., Market
St. @ Lancaster Dr.
Contract No. 9336
FAP Nos. M-1640(1) & M-1615(3)

This is to confirm the results of my meeting with you on February 15 to review the above matter.

The specific content of your appeal was the matter of two days of inclement weather during January, 1982 which prevented you from working on the project and for which you felt a two day extension of contract should be granted. You also contended that the Division had established a precedent for granting additional contract time due to inclement weather delays.

After a thorough review of the project records, weather records for the Salem area, and after hearing your presentation, I find two days of delay due to snow and/or ice in Salem during January, 1982 to be reasonably predictable and therefore not a bonafide reason for additional contract time under the terms of this contract. The previous denial of your request is found to be appropriate and the request remains denied.

You indicated an interest in pursuing this matter to a higher level of appeal. I am not aware of a higher level of appeal of the Engineer's decisions concerning contract time adjustments within the Department. The contract states, under Section 108.09, that "Any adjustment of contract time shall be that which the engineer determines to be justified and his decision in the matter shall be final subject to approval by the Transportation Commission." The Transportation Commission has, by written delegation order, delegated the authority for adjustment of contract time to the State Highway Engineer. The State Highway Engineer has, by written delegation order, delegated that authority to me, the Assistant State Highway Engineer for Operations. In addition, Section 105.01 of the contract states in part that "The engineer will decide...all questions which may arise as to the interpretation of the plans and specifications...The engineers estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract."

It is my opinion that your request has received fair and equitable consideration by the engineer and that the decision rendered above is the final decision of the Department in this matter. Should you disagree with this decision you may, of course, pursue the matter in any manner you deem appropriate.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
J. L. Sollis
C. O. Fredrickson
C. T. Keasey
Ralph Lambert (City of Salem)

9336 1-3-83 file B

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cascade Const. Co., Inc.<br>No. 9308 | W. Fork Dairy Cr.-Tillamook Jct.<br>Washington County | December 3, 1982 |
| Nelson-Deppe, Inc.<br>No. 9302 | Austin Jct. Project<br>Grant County | December 3, 1982 |
| Ontario Asphalt Paving Co.<br>No. 9265 | Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa)<br>Malheur County | December 7, 1982 |
| Ajax Elec. Co., Inc.<br>No. 9409 | Pac. Hwy. W. @ SW 78th Ave. (Tigard)<br>Washington County | December 7, 1982 |
| Eucon Corp. of Idaho<br>No. 9434 | Juniper Canyon Rd.-Lexington/Echo Hwy.<br>Morrow County | December 8, 1982 |
| Hamilton Electric, Inc.<br>No. 9336 | Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem)<br>Marion County | December 8, 1982 |
| Bracelin-Yeager Excavating<br>No. 9261 | Powers Wayside<br>Coos County | December 8, 1982 |
| JAL Construction, Inc.<br>No. 9479 | Ochoco Cr.-Barnes Butte Rd.<br>Crook County | December 10, 1982 |
| Suomi Enterprises, Inc.<br>No. 9425 | Baldock Safety Rest Area<br>Clackamas County | December 17, 1982 |
| Select Contractors, Inc.<br>No. 9473 | Region 3 (6 cities Pavement Marking Project)<br>Douglas & Jackson Counties | December 17, 1982 |
| Howard Logsdon Logging<br>No. 9478 | Ukiah Rock Production<br>Umatilla County | December 17, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R.J. Taggard Const., Inc.<br>No. 9471 | Canyonville Rock Production<br>Douglas County | December 17, 1982 |
| Kniestadt & Sons<br>No. 9433 | Blackhorse Cr. (Lexington) Br.<br>Morrow County | December 20, 1982 |
| R. A. Hatch Co.<br>No. 9355 | NE 112th Ave.-NE 148th Ave.<br>Multnomah County | December 20, 1982 |
| Swanston Equipment Co.<br>No. 9426 | Col. Co. Pavement Marking #2<br>Columbia County | December 22, 1982 |
| Angell Asphalt & Aggregate, Inc.<br>No. 9370 | Reedsport-Dean Creek<br>Douglas County | December 22, 1982 |
| Select Contractors, Inc.<br>No. 9428 | Marion Co. Pavement Marking #2<br>Marion County | December 22, 1982 |
| Eugene Sand & Gravel,Inc.<br>No. 9475 | Poterf Cr.-Poodle Cr.<br>Lane County | December 22, 1982 |
| Bayview Transit Mix,Inc.<br>No. 9494 | 19th St.-Astor Column (Astoria)<br>Clatsop County | December 23, 1982 |
| Morse Bros., Inc.<br>No. 9411 | SPRR X'ing.-Lebanon Ditch<br>Linn County | December 23, 1982 |
| H2O Blasters, Inc./H2O Contractors, Inc.<br>No. 9463 | Willamette River (Oregon City Arch) Bridge<br>Clackamas County | December 28, 1982 |
| A & R Const., Inc. dba Laco Const. Co.<br>No. 9398 | Willow Creek Bridges<br>Malheur County | December 28, 1982 |
| Hyland Bros. Const., Inc.<br>No. 9417 | Springfield Downtown Transit Station<br>Lane County | December 29, 1982 |
| Hamilton Electric, Inc.<br>No. 9129 | Division St. NE-Trade St. SE (Salem)<br>Marion County | December 29, 1982 |
| Halcyon Painting<br>No. 9496 | SPRR O'Xing (Albany)<br>Linn County | December 29, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Douglas S. Coats, Inc.<br>No. 9325 | NW 2nd St.-Old Oregon Trail Hwy.<br>Malheur County | December 30, 1982 |
| Sims Electric, Inc.<br>No. 9408 | E. 1st St. @ E. Revere St. (Bend)<br>Deschutes County | December 30, 1982 |

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9336

B

December 14, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9336

Gentlemen or Ladies:

On December 10, 1982, we wrote to you concerning release of final payment on Contract No. 9336 awarded to Hamilton Electric, Inc. for work on the Center St. NE and Market St. NE at Lancaster Drive NE (Salem) Section of FAU 1615 in Marion County.

The total contract amount is $180,402.77. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hamilton Electric, Inc.
232 W. 5th Avenue
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9336

Salem

11-8-82

REFERRED TO
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Cole Mann
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2 Adams

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Action

## ~~CENTER STREET AT LANCASTER DRIVE~~
## MARKET STREET AT LANCASTER DRIVE

## TRAFFIC SIGNAL

## F.A.U. 1640 and 1615

## Contract No. 9336

pwcy

## RESIDENT ENGINEERS NARRATIVE REPORT

### Pre - Construction Conference

The pre-construction conference was held October 13, 198~~2~~1 in Room 325 Salem City Hall. The following agencies and companies were represented: Oregon State Highway Division, City of Salem Public Works, Hamilton Electric, Northwest Natural Gas, Pacific Northwest Bell Telephone.

### Utility Relocation

Since this contract is primarily a traffic signal contract, utility relocation was very minimal.

### Traffic Signal Construction

Hamilton Electric started the traffic signal construction on October 19, 198~~2~~1.

On November 30, 198~~2~~1 the traffic signal poles and mast arms were stockpiled on site. The galvanized coating showed damage due to handling. The damaged galvanizing was repaired with zinc rich paint per section 661.38(a) of the State Highway Standard Specifications.

Hamilton Electric experienced some difficulty in receiving the 3M Company Opticom discriminator cards. However, the cards were available, and the signal control tested on January 22, 1982, thus not causing delay to the project.

Hamilton Electric did experience delays in receiving the interior illuminated signs due to an inordinate long delivery time of extruded aluminum from ALCOA. As soon as the signs were available, Hamilton Electric picked up the signs from the supplier and installed them. More details on this subject are shown in Hamilton Electric's request for a 21 calendar day time extention. By memo dated June 3, 1982, I recommended granting a 16 calendar day time extension.

The new traffic signals were activated on March 18, 1982.

The old traffic signals were removed and delivered to the City of Salem shops area on March 18 and 19, 1982.

With the old traffic signal poles and bases out of the way, the contractor started constructing the various sidewalk ramps indicated on the plans, on March 25, 1982.

The contractor advised the City by letter of March 30, 1982 that they could not guarantee the traffic signal loops placed in Center Street both east and west of Lancaster Drive. This is due to alligatoring and breaking up of the existing pavement. City Street Maintenance personnel have been requested to repair the Center Street pavement at the loop locations. City Street Maintenance personnel has also been advised to repave the asphalt concrete curb sidewalk at the northwest corner of Center Street at Lancaster Drive to remove the tripping hazard.

## Roadway Construction

This contract included a minor amount of pavement widening along the southside of Center Street just west of Lancaster Drive, to develop a right turn lane.

The street widening was started on January 14, 1982. The widening was paved on February 4, 1982. However, the temperature was cool and the paving quality was poor. Extensive ravelling was noted. D & D Paving attempted to correct the paving problems with a thin overlay, however, the end result is still of marginal quality. This widened portion will be totally redone someday in the future when Center Street is properly widened to include curbs, sidewalks, etc.

The extruded curbs placed on the south side of Center Street are going to be difficult to maintain. Tire marks since construction indicate drivers are hitting the curbs, especially when using the commercial driveways. The one extruded curb in front of the E. Salem Veterinary Clinic, 3970 Center Street, N.E., may need to be shortened in the future. We are waiting for the driveway users to become more accustomed to this driveway restriction, prior to making a final judgment.

## Contract Time

The contract was substantially completed and the contract time was stopped on April 14, 1982. This date is 21 calendar days over the 200 calendar days allowed by the contract.

Hamilton Electric submitted a request for a 21 calendar day time extension on April 20, 1982. A recommendation to grant 16 of the 21 days has been submitted by memorandum dated June 3, 1982.

## Final Inspection

Hamilton Electric submitted a request for a final inspection on April 16, 1982. That same day the City notified Hamilton Electric (via second notification) that several items needed to be done prior to a final inspection, such as painting of the extruded curbs, payrolls from subcontractors, and monthly employment utilization reports. These items were completed and a second request for final inspection was submitted on April 27, 1982.

A semi-final inspection was held on April 29, 1982. Attending were Bill Kappus of FHWA; Duane Christensen, Jerry Wimer, and Warren Meuller of State Highway; and Lew Garrison, Bob Carter, Leroy Walters, and Ralph Lambert of the City of Salem. A need was noted for an additional sidewalk ramp at the southeast corner of Market Street at Lancaster Drive due to the jogged alignment of the Market Street intersection.

Installation of the additional sidewalk ramp was completed by the contractor (at bid prices) by June 4, 1982.

## Conclusion

The protected left turn phases added by these new signals greatly improved the safety of these intersections. The acquisition of a small amount of additional right-of-way in each intersection corner, and placing the traffic signal poles out of sidewalk area is very worthwhile.

RWL:dh

Ralph W. Lambert, P.E.
Resident Engineer, City of Salem

## STATEMENT OF OVERRUNS AND UNDERRUNS

**SECTION:** Lancaster Dr., Center St.-Market St. Signals
**HIGHWAY:** Lancaster Dr., Center St.-Market St., NE
**COUNTY:** Marion

**CONTRACT #:** 9336
**PREFIX #:** 324-1060
**F.A.P. #:** M-1641(1) & M-1615(3)

| Item | Contract Amount | Semi-Final Amount | %(+ or -) |
|---|---|---|---|
| **Bid Items** | $182,146.63 | $183,702.77 | + 0.85% |
| **Anticipated Items** | 9,025.00 | 5,385.78 | - 40.32% |
| **Contingencies** | 8,602.72 | N/A | -100.00% |
| **Engineering** | 17,205.45 | 15,500.00 | - 9.91% |
| **Total** | $216,979.80 | 204,588.55 | - 5.71% |

**All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.**

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| No. | Item | Contract Quantity | Final Quantity | %(+ or -) |
|---|---|---|---|---|

This project had no substantial changes which had any meaningful effect on the total project cost.

9336.

CON

October 11, 1982

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Time Extension Request
Center St. @ Lancaster Dr. &
  Market St. @ Lancaster Dr.
Contract No. 9336

This is in response to your letter of October 1 concerning your request for additional contract time on the above project.

Your original request, dated April 20 contained a request for additional contract time due to "severe snow and icy road conditions in Salem that precluded Hamilton Electric crews from working on the project" on January 4 and 5. The adjustment of contract time is governed by Sections 108.09 of the Contract Standard Specifications which states in part that "Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time." Your request contained no factual data showing that the weather conditions encountered on January 4 and 5 were not reasonably predictable for outside construction in the Salem area during the winter months. Instead, you submitted two letters to demonstrate that the Division had previously granted additional time due to reasonably unpredictable weather.

The Division takes the matter of contract time, and its adjustment, very seriously. Each request for adjustment of contract time is carefully reviewed on its own facts. The two projects you cite to demonstrate a precedence for granting additional contract time due to reasonably unpredictable weather were, in fact, subjected to individual careful analysis of the weather conditions encountered in the work area compared with a detailed evaluation of historic weather conditions in the same area. The weather delays on these two projects, both in the Portland area, were in January and February, 1979 and in January and February 1980. Our comparative weather evaluation indicated that there were, in fact, some reasonably unpredictable weather conditions in the Portland area in these particular time periods and accordingly, time extensions were granted to several contracts that were active in the area during that time period. No precedence was established, other that to demonstrate that the Division applied the provisions of the contract to the facts at hand.

The above contract, Contract No. 9336, was awarded in October 1981 with completion specified to be within 200 calendar days, which would have been March 23. It is obvious that a contractor bidding on this project would have to anticipate the reasonably predictable weather delays in this type of work in the Salem area during the winter months. Our evaluation of your original request included a review of Salem area weather data for the time period of the contract and indicated that two days of snow and/or ice were reasonably predictable for the Salem area during the winter months.

I believe Mr. Lambert's letter to you dated September 8 is reasonably correct. If you wish to submit additional facutal data to him regarding the weather of January 4 and 5, he will review such data and process them through Division channels for response. If you wish to present a personal appeal to me, you may do so by contacting Mr. Lambert and he will arrange such a meeting.

C. O. Fredrickson, P.E.
Acting Assistant State Highway
Engineer for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
R. W. Lambert (City of Salem) w/att.
Warren Mueller w/att.

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

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STATE HWY ENGR
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cy w/ att.

October 1, 1982

Scott Coulter
State Highway Engineer
Department of Transportation
Salem, Oregon 97301

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RE: Center St. @ Lancaster Dr.,
Market St. @ Lancaster Dr.,
Salem, O.S.H.D. #9336

Dear Scott:

I am enclosing for your review a copy of our original request for time extension on this project. I am also enclosing a copy of our August 25, 1982 letter of appeal to the original decision which was directed to us by O.S.H.D. letter of August 23, 1982. I believe that an important part of our original submission was the documentation we provided of weather related precedents in earlier time extension requests we have been granted by the Department.

I was quite frankly very surprised when I received Project Manager Lambert's September 8, 1982 letter in response to our appeal. The third paragraph was difficult for me to accept.

I discussed this entire matter with State Representative Larry Campbell as an example of the type of problems we have been having

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

recently on liquidated damage time extension requests. Representative Campbell reviewed this particular case with me and recommended that I contact you directly with it for your review. If you have any questions, please contact me.

Very truly yours,

Emerson Hamilton

EH:grg

Enclosures

cc: Rep. Larry Campbell
John Gervais

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

September 8, 1982

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

RE: Center Street @ Lancaster Drive
Market Street @ Lancaster Drive
OSHD Contract 9336

Gentlemen:

This is in response to your letter of August 25, 1982 which requests reconsideration of a time extension for weather for January 4 and 5, 1982. In order to process a request for time extension, OSHD Form E 320 (copy enclosed) must be completed by the contractor with the consent of the surety (see section 108.09 of the Standard Specifications).

We are returning your letter of August 25, 1982 and attachments thereto for resubmittal with the enclosed OSHD Form E 320 if you so desire.

If you decide to resubmit this time extension request based primarily on "weather" and "acts of god"; I suggest that you provide extensive documentation of why the weather January 4 and 5, 1982 was not what a person could reasonable expect for Salem, Oregon, or why these days qualify as "acts of god".

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ralph W. Lambert,
Resident Engineer

RWL:dh

cc: Warren Meuller, OSHD Project Manager
Helen Skog, Inspections
Leroy Walters, Inspections

Enclosure

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

September 8, 1982

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

RE: Center Street @ Lancaster Drive
Market Street @ Lancaster Drive
OSHD Contract 9336

Gentlemen:

This is in response to your letter of August 25, 1982 which requests reconsideration of a time extension for weather for January 4 and 5, 1982. In order to process a request for time extension, OSHD Form E 320 (copy enclosed) must be completed by the contractor with the consent of the surety (see section 108.09 of the Standard Specifications).

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Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ralph W. Lambert

Ralph W. Lambert,
Resident Engineer

RWL:dh

cc: Warren Meuller, OSHD Project Manager
Helen Skog, Inspections
Leroy Walters, Inspections

Enclosure

HAMILTON ELECTRIC, Inc.
ELECTRICAL CONTRACTING

August 25, 1982

Mr. Ralph Lambert
Resident Engineer
City of Salem, City Hall
555 S.E. Liberty Street
Salem, Oregon 97301

RE: Center St. @ Lancaster Dr.,
Market St. @ Lancaster Dr.,
Salem, O.S.H.D. #9336

We have received the August 23, 1982 letter from W.E. Schwartz denying our request for an extension of contract time on the above project. We believe that the decision in regard to the severe snow and icy roads condition on January 4th and 5th should be granted as additional contract days to Hamilton Electric. We are aware of no way that weather is "reasonably predictable" and therefore feel that the conclusion that it is reasonably predictable is not correct. Even if it were predictable, and workman could not work because of the weather, a time extension should be allowed. We feel that the request that we have made for extension of time falls well within the guide lines as outlined in Section 108.08 of the Standard Specifications for Highway Construction and within the definition of "Acts of God" as defined in Section 101.02.

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

As precedent for granting time extensions based on weather, we are furnishing copies of previous decisions where we have received time extensions based on inclement weather conditions.

We request that we be granted two additional days based on the weather conditions as previously outlined.

Very truly yours,

Emerson Hamilton

EH:grg

Enclosures

cc: W. E. Schwartz
John Gervais
Rep. Larry Campbell

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 23, 1982

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Time Extension Request
Center St. at Lancaster Dr. &
Market St. at Lancaster Dr.
Contract No. 9336

Your request for additional contract time in which to complete the above project has been carefully reviewed. The late delivery or availability of the discriminator card did not delay the completion of the project and the time requested for this reason is accordingly denied. The claimed "severe snow and icy road conditions in Salem" on January 4 and 5 are deemed to be reasonably predictable and therefore is not a valid reason for additional contract time. The timely furnishing of materials is a contractor responsibility and hence no time is granted for the late delivery of the interior illuminated sign. Material supply delays, at whatever level experienced, are eligible for consideration of additional contract time subject to the exact same provisions of the contract applicable to the prime contractor, i.e., for those "bona fide" reasons beyond their control.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Lambert.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Form 734-3122

324-1060

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
REGION ENGINEER

DATE: August 11, 1982

REGION 2 ENGINEER
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FROM: W. E. Mueller
PROJECT MANAGER Warren E. Mueller

SUBJECT: CENTER @ LANCASTER DR. and
MARKET @ LANCASTER DR.
CONTRACT NO. 9336

Attached is a letter from Project Manager Ralph Lambert City of Salem.

He has concluded that the contractor should be granted an extension of 16 days in place of the 21 days requested by the contractor.

The only reason he can find for an extension is the late delivery of the Interior Illuminated Signs. 108.09 states in part: ANY ADJUSTMENT OF CONTRACT TIME SHALL BE THAT WHICH THE ENGINEER DETERMINES TO BE JUSTIFIED. Ralph Lambert feels that this delay is a justifiable reason. But, further in the specifications, it states that: DEFICIENCIES OR LACKS WHICH ARE WITHIN THE PROVINCE OF THE CONTRACTORS CONTROL OR RESPONSIBILITY WILL NOT BE CONSIDERED.

Mr. Lambert feels that the late shipment of signs was very well documented and that the contractor should be given time for this late delivery.

I concur with Mr. Lambert, that the delivery of material was not within his control, and we do specify certain equipment that leaves the contractor at the mercy of the suppliers.

I would recommend we grant 16 days.

WEM/sqh

# MEMORANDUM

**TO:** C.O. Fredrickson, OSHD Region 2 Engineer

**FOLLOW-UP DATE:**

**THRU:** Warren Meuller, OSHD Region 2 Liaison Project Manager

**FROM:** Ralph W. Lambert, RWL
City of Salem Resident Engineer

RECEIVED
JUL [illegible] 1982

REC'D JUN -3 1982

**DATE:** June 3, 1982

W ☐ ARE ☐ ASE ☐ OFF ☐

**SUBJECT:** Center Street at Lancaster Drive and Market Street at Lancaster Drive
OSHD Contract 9336
Hamilton Electric's Request for A 21 Day Time Extension

Hamilton Electric has submitted the attached request for a 21 day extension of time on the subject contract.

The subject contract is a 200 calendar day contract in which the time count started September 5, 1981 and expired March 23, 1982.

The pre-construction conference was held on October 13, 1981. Hamilton Electric started on-site work on October 19, 1981.

The traffic signal control equipment passed the State Testing Labs on January 22, 1982. According to the contractor's schedule, the controller would only take two days to install and was only scheduled to be installed on March 1st and 2nd. Since this equipment was tested and ready before March 2nd, I can see no reason for a time extension based upon the late delivery of the discriminator card needed to test the equipment.

The only basis upon which to approve the time extension is the late delivery for the interior illuminated signs. These signs were available March 16, 1982 and were immediately installed. The signal was turned on two days later on March 18, 1982. The new signals had to be activated before the old existing signal installations could be removed. The old signals required removal before the pedestrian ramps could be installed because the ramps conflicted with the old pole bases. The contractor's original schedule provided for March 2, 1982 thru March 23, 1982 or 21 calendar days in which to construct the sidewalk ramps. The signals were not turned on until March 18, 1982 or 16 calendar days behind the contractor's schedule. The contractor completed all work on the project and the time count was stopped on April 14, 1982 which is 22 days beyond the March 23, 1982 contract deadline.

Hamilton Electric notes 2 days of severe snow and icey road conditions preventing work on January 4 and 5, 1982. Two days of inclement weather in the winter is reasonably to be predicted, and therefore not a reason for granting a time extension.

Based upon Hamilton Electric's submitted information and the above analysis it is my recommendation that Hamilton Electric be granted a 16 calendar day time extension.

RWL:dh
Enclosures

cc: Helen Skog, Inspection
Leroy Walters, Construction Inspector / Lew Garrison, Traffic Design En

HAMILTON
ELECTRIC Inc.
ELECTRICAL CONTRACTING

April 20, 1982

Time Extension Request, O.S.H.D. #9336,
Center Street N.E. & Market St., N.E. @
Lancaster Drive, N.E., Salem

This request is to extend the number of calender days from 200 to 221 calender days.

The contract was awarded to Hamilton Electric on August 25, 1981 with the day count to start on September 5, 1981 and the scheduled completion date of March 23, 1982. In anticipation of being awarded the contract and because of the delivery problems on signal equipment, Hamilton Electric placed their purchase order #1345 to Capital Enterprises and Engineering for controllers and signal equipment on August 14, 1981, so it was placed on a timely basis.

The pre-construction conference was held on October 13, 1981. At that conference Hamilton presented a schedule indicating that they intended to complete the project on March 3, 1982. On October 15, 1981 submittals for the traffic signal equipment were sent to Hamilton Electric to be forwarded to the O.S.H.D. Hamilton submitted the catalog cuts on October 16, 1981 and they were returned approved and returned to the supplier on October 22, 1981.

On December 15, 1981 Hamilton Electric was advised by Capital Enterprises and Engineering, supplier of the signal equipment, that the 3M Phase Discriminator Cards were not available from 3M to be

-continued-

installed in the controller. The 3M equipment had been ordered on a timely basis on Hamilton Electric P.O. #1344 dated August 10, 1981. Capital Enterprises and Engineering checked with 3M and they could not commit themselves to a delivery date, since they had none of the discriminator cards in their stock. At that point, Hamilton Electric contacted the Resident Engineer and in a December 16, 1981 letter described the shortage of the phase discriminator card. Hamilton also described that the 3M Company is the sole source of supply for the Opticom System and that the controllers could not go to the lab until the discriminator cards were available and installed. On January 7th Hamilton contacted 3M to try to determine when the phase discriminator cards would be available. 3M indicated to Hamilton that they could not commit themselves to a delivery date because of the demand for the product and the shortage of supply. Since the 3M Company was the sole source of supply for the phase discriminator card and system, Hamilton should be granted a extension of time due to the non-availability of this equipment.

The signal equipment was finally available for the laboratory testing on January 22, 1982.

Hamilton also experienced a delay in receiving interior illuminated signs which were part of Hamilton's original purchase order to Capital Enterprises and Engineering. An April 9, 1982 letter from Capital documents their reason for the delay in delivery of the signs and an additional letter from the supplier of the signs, Gill Electric Products, is also included as varification of the shortage of materials. Since Gill and NuArt are the only souces of supply of the interior illuminated signs, it was not feasible to order from another source.

On January 4 and 5, 1982 there were severe snow and icy road conditions in Salem that precluded Hamilton Electric crews from working on this project.

The shortage of key materials and inclement weather justifies a time extension on this project.

1

E–120 (Rev.)—5M–5–60

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date April 20, 1982

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 221 days, within which to complete our Contract No. 9336, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per attached.

Respectfully submitted,

HAMILTON ELECTRIC, INC.
Contractor

By

---

**CONSENT OF SURETY**

Date 4/21/82, 19

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A Bernhardt
Attorney-in-fact
Genevieve A. Bernhardt

(SEAL)

D. W. WALWYN-SMITH & CRAKES, INC.
Resident Agent

# UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, FEDERAL WAY, WASHINGTON

## POWER OF ATTORNEY

**KNOW ALL MEN BY THESE PRESENTS,** That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

GENEVIEVE A. BERNHARDT of EUGENE, OREGON-----

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP----

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-Fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Article VII of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which became effective September 7, 1978, which provisions are now in full force and effect, reading as follows:

### ARTICLE VII – EXECUTION OF BONDS AND UNDERTAKINGS

1. The Board of Directors, the President, the Chairman of the Board, any Senior Vice President, any Vice President or Assistant Vice President or other officer designated by the Board of Directors shall have power and authority to (a) appoint Attorneys-in-Fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-Fact at any time and revoke the power and authority given to him.

2. Attorneys-in-Fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

3. Attorneys-in-Fact shall have power and authority to execute affidavits required to be attached to bonds, recognizances, contracts of indemnity or other conditional or obligatory undertakings and they shall also have power and authority to certify the financial statement of the Company and to copies of the By-Laws of the Company or any article or section thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 5th day of June, 1979, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice President, and its corporate seal to be hereto affixed, this 28th day of January 1981.

SEAL

UNITED PACIFIC INSURANCE COMPANY
Charles B Schmalz
Vice President

STATE OF Washington
COUNTY OF King } ss.

On this 28th day of January, 1981, personally appeared Charles B. Schmalz

to me known to be the Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Article VII, Section 1, 2, and 3 of the By-Laws of said Company, and the Resolution, set forth therein, are still in full force.

My Commission Expires:
June 12, 1982

Nancy Starnes
Notary Public in and for State of Washington
Residing at Tacoma

I, Charles J. Falskow, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 21st day of April 1982

SEAL

Assistant Secretary Charles J. Falskow

BDU-1431 Ed. 4/80

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ELECTRICAL CONTRACTING

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STATE HWY ENGR
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FOR

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My
w/ att.
10/4
Due 10/13

October 1, 1982

**NOTED**
**W. E. SCHWARTZ**

Scott Coulter
State Highway Engineer
Department of Transportation
Salem, Oregon 97301

RE: Center St. @ Lancaster Dr.,
Market St. @ Lancaster Dr.,
Salem, O.S.H.D. #9336

Dear Scott:

I am enclosing for your review a copy of our original request for time extension on this project. I am also enclosing a copy of our August 25, 1982 letter of appeal to the original decision which was directed to us by O.S.H.D. letter of August 23, 1982. I believe that an important part of our original submission was the documentation we provided of weather related precedents in earlier time extension requests we have been granted by the Department.

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I discussed this entire matter with State Representative Larry Campbell as an example of the type of problems we have been having

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

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Very truly yours,

Emerson Hamilton

EH:grg

Enclosures

cc: Rep. Larry Campbell
John Gervais

9336

L.

ELECTRICAL CONTRACTING

August 25, 1982

RECEIVED
STATE HWY ENGR
SEP 3 '82
REFER TO
Keasey
FOR

| Info | Inv | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

cy
9-7-82

Mr. Ralph Lambert
Resident Engineer
City of Salem, City Hall
555 S.E. Liberty Street
Salem, Oregon 97301

RE: Center St. @ Lancaster Dr.,
Market St. @ Lancaster Dr.,
Salem, O.S.H.D. #9336

We have received the August 23, 1982 letter from W.E. Schwartz denying our request for an extension of contract time on the above project. We believe that the decision in regard to the severe snow and icy roads condition on January 4th and 5th should be granted as additional contract days to Hamilton Electric. We are aware of no way that weather is "reasonably predictable" and therefore feel that the conclusion that it is reasonably predictable is not correct. Even if it were predictable, and workman could not work because of the weather, a time extension should be allowed. We feel that the request that we have made for extension of time falls well within the guide lines as outlined in Section 108.08 of the Standard Specifications for Highway Construction and within the definition of "Acts of God" as defined in Section 101.02.

-continued-

As precedent for granting time extensions based on weather, we are furnishing copies of previous decisions where we have received time extensions based on inclement weather conditions.

We request that we be granted two additional days based on the weather conditions as previously outlined.

Very truly yours,

Emerson Hamilton

EH:grg

Enclosures

cc: W. E. Schwartz
John Gervais
Rep. Larry Campbell

9336

CON

August 23, 1982

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Time Extension Request
Center St. at Lancaster Dr. &
Market St. at Lancaster Dr.
Contract No. 9336

Your request for additional contract time in which to complete the above project has been carefully reviewed. The late delivery or availability of the discriminator card did not delay the completion of the project and the time requested for this reason is accordingly denied. The claimed "severe snow and icy road conditions in Salem" on January 4 and 5 are deemed to be reasonably predictable and therefore is not a valid reason for additional contract time. The timely furnishing of materials is a contractor responsibility and hence no time is granted for the late delivery of the interior illuminated sign. Material supply delays, at whatever level experienced, are eligible for consideration of additional contract time subject to the exact same provisions of the contract applicable to the prime contractor, i.e., for those "bona fide" reasons beyond their control.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Lambert.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Warren Mueller w/att.
R. W. Lambert, City of Salem w/att.

324-1060

**STATE OF OREGON**
**HIGHWAY DIVISION**

**INTEROFFICE MEMO**

**DATE:** August 18, 1982

**TO:** C. T. Keasey
Construction Engineer

**FROM:** Gerald Wimer
Region Construction Engineer

**SUBJECT:** Time Extension Request
Center St. at Lancaster Dr. and
Market St. at Lancaster Dr. Signals
Salem
Contract 9336

CE CAE FOE QCS SCS EEO
RECEIVED
AUG 19 1982
CONSTRUCTION SECTION
TC FE CP

Hamilton Electric, Inc., by the attached April 20 letter and formal request, which includes the consent of their surety (United Pacific Insurance Co.), asks for a 21-calendar-day (CD) time extension to the originally authorized 200 CDs. This makes a new total of 221 CDs. The project took 222 CDs to complete. The contractor alleges that late delivery of the phase discriminator card and interior illuminated signs, together with snow and icey road conditions on January 4 and 5, were beyond his control.

City of Salem Resident Engineer Ralph Lambert, in his attached June 3 letter, domonstrates with specific dates that late delivery of the discriminator card did not cause time to overrun on this project. Nor, in his opinion, was it caused by the severe snow and icey road conditions on January 4 and 5. At the most, he can only see 16 CDs if late delivery of the interior illuminated signs is a basis to grant a time extension.

Liaison Project Manager W. E. Mueller, in his attached August 11 letter, thinks that we should grant these 16 CDs based on 108.09, which states in part "...deficiencies or lacks which are within the province of the contractor's control or responsibility...." will not be considered. He, as well as Mr. Lambert, thinks this late delivery was not within the control of the contractor.

However, they have not documented that the supplier met subparagraphs a, b, c or d from 108.09.

Based on this late delivery not being within State control, I recommend denial of this time extension request unless the contractor demonstrates that his supplier met the test of one of the subparagraphs.

8-19-82

w.E.S.

I concur with Region that request should be denied

GW/dlm
Attachments

cc: Warren Mueller

Contains Recycled Materials

E-220 (Rev.)—5M-3-60

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 20, 1982

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 221 days, within which to complete our Contract No. 9336, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per attached.

Respectfully submitted,

HAMILTON ELECTRIC, INC.
Contractor

By

---

## CONSENT OF SURETY

Date 4/21/82, 19

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A Bernhardt
Attorney-in-fact
Genevieve A. Bernhardt

(SEAL)

D. W. WALWYN-SMITH & CRAKES, INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 9336 Contractor HAMILTON ELECTRIC, INC.

Highway

Section Lancaster Dr., NE @ Center St., NE & Market St., NE

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~or GRANTED.~~ The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.
Project designation
State-Federal
Date awarded
Work started
Per cent completed
Date
No. of Workdays Allowed
No. of Workdays Used
No. of Added Workdays Requested

State Printing 27920

9336

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION
**FIELD ENGINEER'S WEEKLY REPORT**
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Center St. @ Lancaster Dr.- Salem
Market St. @ Lancaster Dr- Salem
WEEK ENDING: June 26, 1982
SECTION PREFIX: 324-1060
HIGHWAY: Lancaster Dr., NE, Center St./Market St., NE
COUNTY: Marion
NAME OF JOB: Lancaster Dr., Market St./Center St. Signals
KIND OF WORK: Grading, Paving, and Traffic Signals
CONTRACTOR: Hamilton Electric, Inc.
CONTRACT NUMBER: 9336
FEDERAL AID PROJECT NUMBER: M-1640(1) & M-1615(3)
DATE OF CONTRACT: August 25, 1981
DATE WORK STARTED: October 19, 1981
ESTIMATED COMPLETION DATE: March 24, 1982
SPECIFIED WORK DAYS: N/A
WORK DAYS USED: N/A
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN
SUPERVISION
SPECIFIED CALENDAR DAYS: 200
CALENDAR DAYS USED: 222
SPECIFIED COMPLETION DATE: N/A
PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 216,979.80
EXCLUSIVE OF ENGINEERING: $ 199,774,35
ENGINEERING AUTHORIZATION: $ 17,205.45
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 191,171.63
ENGINEERING COST TO DATE: $ 18,351.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN / UNDERRUN ____%
PERCENT OF AUTHORIZATION ____%

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE Rock | /OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | 100% | 100% | 100% | ----- | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | (all) Lump sum | (Rock)<br>160 Ton | | | 65 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |

HOURS PER SHIFT
EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 6-20 | ------- | --- | | |
| MONDAY 6-21 | ------- | --- | | |
| TUESDAY 6-22 | ------- | --- | | |
| WEDNESDAY 6-23 | ------- | --- | | |
| THURSDAY 6-24 | ------ | --- | | |
| FRIDAY 6-25 | ------- | --- | | |
| SATURDAY 6-26 | ------- | --- | | |

RECEIVED
JUN 30 1982
CONSTRUCTION SECTION
CE K
CAE
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OM
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TC
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CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 6-20 | ------ |
| MONDAY 6-21 | -------- |
| TUESDAY 6-22 | -------- |
| WEDNESDAY 6-23 | -------- |
| THURSDAY 6-24 | ---------- |
| FRIDAY 6-25 | -------- |
| SATURDAY 6-26 | ---------- |

## REMARKS

Final closing paper work still pending.

SIGNED Ralph W. [illegible] LOCATION City of Salem

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9336

CON 5

**DATE:** June 10, 1982

**TO:** Dale E. Wilken, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey, P.E., P.L.S.
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. M-1640(1) & M-1615(3)

Contract 9336 , Work Completed April 14, 1982

Project Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem)

Highway FAU 1640 and 1615 (Center St. & Lancaster Dr.)

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Dale E. Wilken
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

9336

State

L.

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER
9-227

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-8-81

ate
Oregon

County
Marion

Project Number
M-1615(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 17, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,500.00 | $ 101,993.00 |
| Federal funds | $ 2,202.00 | $ 89,935.00 |
| Other revisions | | |

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of September, 1981.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

XXXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 14, 1981

Federal Aid Project
No. M-1615(3)

Lancaster Drive at Market St. Section
Salem-Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 3,100.00 |

Type Code Y031
Traffic Signal at Market Street

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | 45 % | All Required | $ 3,260.25 |
| Flagmen | 55 Hour | 5.00 | 275.00 |
| Sidewalk Ramps | 2 Each | 394.50 | 789.00 |
| Traffic Signal Installation, Complete | 50 % | All Required | 81,646.00 |
| | | | $85,970.25 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | 20 % | All Required | $ 660.00 |
| State Furnished Software | 50 % | All Required | 500.00 |
| | | | $ 1,160.00 |

| | |
|---|---|
| SUBTOTAL | $87,130.25 |
| Engineering ---------------------------------- | 9,412.75 |
| Engineering (Signal Controller Testing)------- | 2,350.00 |
| TOTAL | $98,893.00 |

Length of Project ---------- - 0.00 mi.

SUMMARY OF FUNDS (88.18%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 3,100.00 | $ 2,732.00 | $ 184.00 | $ 184.00 |
| Traffic Signal | 98,893.00 | 87,203.00 | 5,845.00 | 5,845.00 |
| TOTAL | $101,993.00 | $89,935.00 | $6,029.00 | $6,029.00 |

Group 2 47%
Contract No. 9336
Prefix 324-1946
Prefix 324-1060

STATE COPY OMB No. 04-R2089 2

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>1-66 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>1-17-80 | State<br>Oregon<br>County<br>Marion<br>Project No.<br>M-1615(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts., Lancaster Dr. @ Market St. (Salem)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 1-29-79 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.1%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 2,500.00 | $ 2,202.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator JAN 1

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 9, 1980

Federal Aid Project
No. M-1615(3)

Lancaster Drive @ Market Street (Salem)

City Street in Marion County

## PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $2,500.00 |
| | TOTAL | $2,500.00 |

Length of project - - - 0.0 miles

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 2,500.00 | $ 2,202.00 | $ 149.00 | $ 149.00 |
| Retain in Program Status | | | | |
| Contract Work | 48,000.00 | 42,288.00 | 2,856.00 | 2,856.00 |
| TOTAL | $50,500.00 | $44,490.00 | $3,005.00 | $3,005.00 |

Group 1-100%
Prefix 324-1946
Prorata 88.1%

9336

L

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER
9-220

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-8-81

ate
Oregon

County
Marion

Project Number
M-1640 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,500 | $ 115,224 |
| Federal funds | $ 2,140 | $ 101,544 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of September, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon August 13, 1981

Federal Aid Project
No. M-1640(1)

Center Street at Lancaster Drive Section
Salem, Marion County

### REVISED PROJECT AGREEMENT ESTIMATE

| | | | |
|---|---|---|---|
| Type Code PE<br>Preliminary Engineering | | All Required | $ 2,500.00 |

Type Code Y031
Traffic Signal at Lancaster Drive

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | 55 % | All Required | $ 3,984.75 |
| Flagmen | 65 Hour | 5.00 | 325.00 |
| Removal of Structures and Obstructions | | All Required | 636.00 |
| Concrete Cutting | 420 Lin. Ft. | 1.58 | 663.60 |
| General Excavation | | All Required | 1,409.00 |
| 1"-0 Aggregate Base | 160 Ton | 11.84 | 1,894.40 |
| Class "B" Asphalt Concrete | 65 Ton | 34.94 | 2,271.10 |
| 12-inch Sewer Pipe | 7 Lin. Ft. | 28.15 | 197.05 |
| Concrete Inlets, Type 1 | 1 Each | 395.00 | 395.00 |
| Convert Catch Basin to Cleanout | 2 Each | 112.50 | 225.00 |
| Sidewalk Ramps | 4 Each | 394.50 | 1,578.00 |
| Drainage Curbs | 136 Lin. Ft. | 2.83 | 384.88 |
| Adjusting Cleanouts | 2 Each | 225.50 | 451.00 |
| Curb Painting | 136 Lin. Ft. | 0.85 | 115.60 |
| Traffic Signal Installation, Complete | 50 % | All Required | 81,646.00 |
| | | | $ 96,176.38 |

| | | | |
|---|---|---|---|
| Anticipated Items | | | |
| Permanent Pavement Striping | 80 % | All Required | $ 2,640.00 |
| State Furnished Software | 50 % | All Required | 500.00 |
| | | | $ 3,140.00 |
| SUBTOTAL | | | $ 99,316.38 |
| Engineering ---------------------------------------- | | | 11,032.62 |
| Engineering (Signal Controller Testing)-------------- | | | 2,375.00 |
| TOTAL | | | $112,724.00 |

Length of Project ----------------- 0.00 mi.

## SUMMARY OF FUNDS

| Description | Pro Rata | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|
| Preliminary Engineering | 85.77 | $ 2,500.00 | $ 2,144.00 | $ 178.00 | $ 178.00 |
| Signal | 88.18 | 112,724.00 | 99,400.00 | 6,662.00 | 6,662.00 |
| TOTAL | | $115,224.00 | $101,544.00 | $6,840.00 | $6,840.00 |

Group 1-53%; Group 8-0.00%
Contract No. 9336
Prefix 324-1935
Prefix 324-1060

STATE COPY OMB No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>10-23 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>10-7-80 | State<br>regon<br>County<br>Marion<br>Project No.<br>M-1640(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Center St. @ Lancaster (Salem)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-2-78 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 85.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 2,500.00 | FEDERAL FUNDS<br>$ 2,140.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Asst. State Highway Engineer
*(Title)*
XXX For: H.S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G.L. Green
Date executed by Division Administrator 10-7-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 2, 1980

Federal Aid Project
No. M-1640(1)

Center Street @ Lancaster Dr. (Salem) Section
City Street in Marion County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $2,500.00 |
| | TOTAL | $2,500.00 |

Length of project ---------- 0.0 miles

SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 2,500.00 | $ 2,140.00 | $ 180.00 | $ 180.00 |
| Retain in Program Status | | | | |
| Contract Work | 50,000.00 | 42,800.00 | 3,560.00 | 3,560.00 |
| TOTAL | $ 52,500.00 | $45,020.00 | $3,740.00 | $ 3,740.00 |

| | |
|---|---|
| Group 1 | 100% |
| Prefix | 324-1935 |

9336

August 7, 1981

ACC

Ralph Hanley
City Manager
City Hall, 555 Liberty Street
Salem, Oregon 97301

Attn: Ron Merry
Public Works Director

Gentlemen:

On August 6, 1981 the Highway Division received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440, for the Center Street at Lancaster Drive and Market Street at Lancaster Drive project. We anticipate the construction cost to be:

| | | |
|---|---|---|
| Contractor's Bid | | $182,146.63 |
| Anticipated Additional Items: | | |
| Permanent Pavement Striping | $3,300 | |
| State Furnished Software | 1,000 | |
| Signal Controller Testing and Turnon (Engineering) | 4,725 | $ 9,025.00 |
| SUBTOTAL | | $191,171.63 |
| 4 1/2% Contingencies | | 8,602.72 |
| ESTIMATED CONSTRUCTION COST (LESS ENGINEERING) | | $199,774.35 |

City's Advance Deposit:
6% of $199,774.35 = $11,986.46 or say $12,000.00

We will award the contract when we receive your advance deposit, which should arrive no later than August 28, 1981.

The attached sheet describes three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 932: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 932 when advance deposit is received.

Rec'd 8-25-81
12,000
G

G

STATE OF OREGON
HIGHWAY DIVISION - ODOT

**INTEROFFICE MEMO**

TO: FILE

DATE: July 14, 1981

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 23, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 23, 1981 on the following projects:

1. Cascade Highway S. @ Gaffney Lane and
   Beavercreek Road @ Fred Meyer Access (S.E. Oregon City)
   Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in the project as no new highway construction, reconstruction or relocation is involved.

2. Sunnyside Road @ S.E. 97th Avenue and
   Kaiser Hospital Access
   Clackamas County
   Traffic Signals

   Same as No. 1.

3. Elm Avenue-Highland Avenue (Hermiston)
   Umatilla-Stanfield Highway, Umatilla County
   Traffic Signals

   Same as No. 1.

4. Pendleton/John Day Highway @ S.W. 20th Street (Pendleton)
   Pendleton/John Day Highway, Umatilla County
   Traffic Signals

   Sidewalk ramps will be constructed under this contract.

Contains
Recycled
Materials
81-125-1387

5. U.S. Highway 97-U.S. Highway 22 (Madras)
   Adams Drive, Jefferson County
   Paving

   Overlay project with 32-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Lane County Pavement Marking Project No. 4
   Various County Roads, Lane County
   Pavement marking

   Same as No. 1.

7. Willamette River (Jasper) Bridge
   Springfield-Cresswell Highway, Lane County
   Painting Steel Structure

   Same as No. 1.

8. Center Street @ Lancaster Drive and
   Lancaster Drive @ Market Street (Salem)
   Marion County
   Traffic Signals

   Extruded curb is being constructed on Center Street to give bicyclists and pedestrians a four-and-one-half-foot bicycle/walkway protected from right turning vehicles. Traffic signals only on Market Street.

9. Santiam Safety Rest Area
   Pacific Highway, Marion County
   Sewer Construction

   Same as No. 1.

10. Polallie Creek-Mt. Hood
    Mt. Hood Highway, Hood River County
    Grading and Paving

    Three unit project. Polallie Creek through Yellowjacket Creek. Two units have six-foot shoulders which will be striped and signed as shoulder bike lanes. Yellowjacket Creek-Mt. Hood Unit is an overlay project with 12-foot lanes and two-foot shoulders. No bicycle facilities will be constructed at this time as no new construction is involved.

11. U.S.R.S. Canal "J" Bridge
Hatfield Highway, Klamath County
Structure

Shoulders on approaches very from six to eight feet. Thirty-nine-and-one-half-foot roadway available on structure.

Same as No. 5.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9336

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-1-81

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-1640(1) & M-1615(3)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Marion

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80271 & 90088

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/1/81

8. FEDERAL ROUTE NUMBER: FAU 1640 & 1615

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:
Center Street at Lancaster Drive Section and
Lancaster Drive at Market Street Section

11. GENERAL DESCRIPTION OF WORK
Install 1 signal at Lancaster Drive and
Install 1 signal at Market Street

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS.

☒ OTHER *(Specify)*
Permanent Pavement Striping $3,300
State Furnished Software $1,000

13. REMARKS

After concurrence in aware you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $270,951 Federal Funds $238,919.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $70,951 Federal Funds $60,700)

RECEIVED
STATE HWY ENGR
JUL 10'81
REFER TO
FOR

orig
to
7/10

14. DATE: 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL: G K Hossner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9336 6-12-81

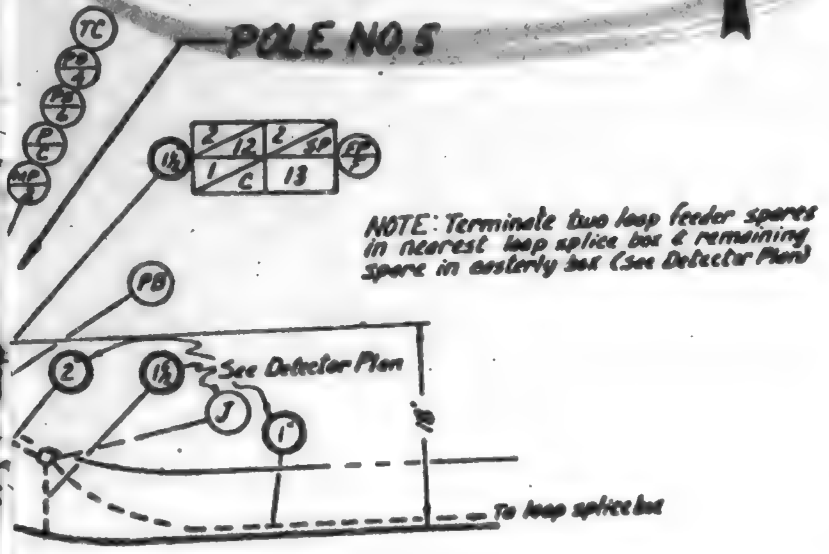
CITY APPROVAL

6/12/81

DATE

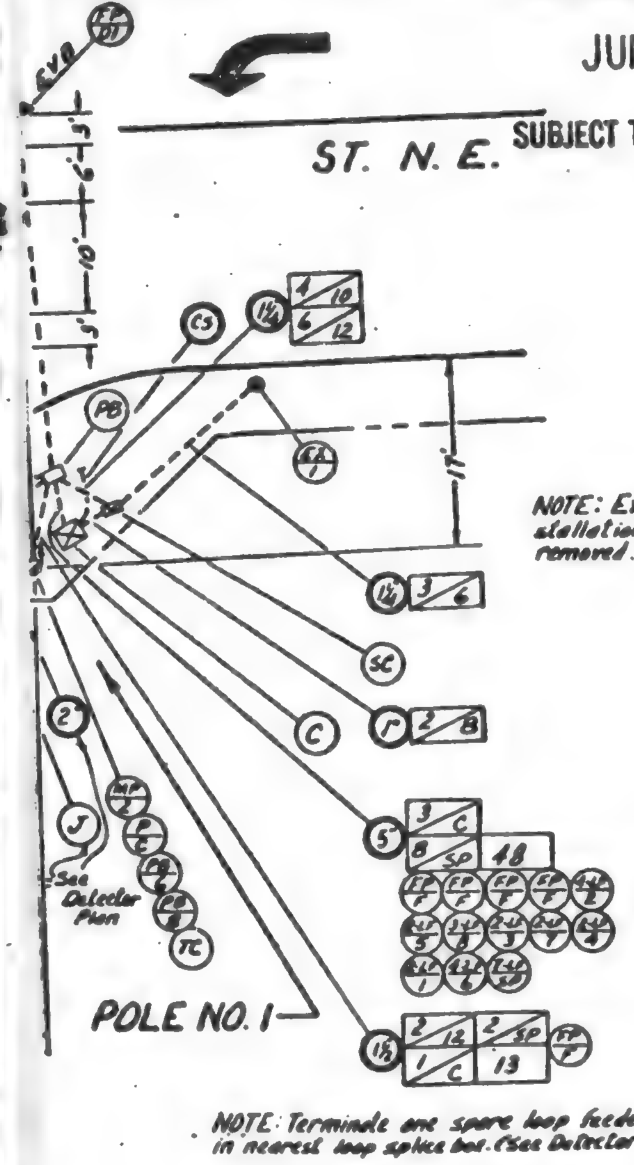
# SIGNAL PLAN: CENTER ST. @ LANCASTER DR.

SCALE 0 10 20 40 FEET



NOTE: Terminate two loop feeder spares in nearest loop splice box & remaining spare in easterly box (See Detector Plan)

PRELIMINARY COPY
JUN 8 1981
SUBJECT TO MUTUAL REVIEW



NOTE: Existing signal installation to be entirely removed.

NOTE: Terminate one spare loop feeder in nearest loop splice box. (See Detector Plan)

Accompanied by Drwgs: 6.7.8. 9.1472.1473.1488.2991.2992.35009 & 35010

6/8/81

LEWIS H. GARRISON
JULY 30 1976

## LEGEND

| | |
|---|---|
| LUM | Install 250 watt. type IV. high pressure sodium luminaire with photoelectric relay |
| PR | Install pedestrian sidewalk ramp |
| S | Install (S) inch electrical conduit |
| N | Install (N) No. 14 type THWN wires |
| N/C | Install (N) No. 8 type THWN wires (signal system common) |
| N/G | Install (N) No. (G) type TW wires |
| N/SP | Install (N) No. 14 type THWN wires (spares) |
| C | Install model 170 Controller in model 332 cabinet |
| SC | Install 120/240 volt unmetered. weatherproof. base mounted service cabinet with 50 amp main breaker; 40 amp. 120 volt breaker for signal circuit; 15 amp. 120 volt breaker for sign circuit; & 15 amp 240 volt breaker for street light circuit. |
| EX/SP | Existing signal or pedestrian push button pole (remove) |
| EX/1 | Existing power source (P.G.E. power pole) |
| PP | Install pedestrian signal pole with frangible base |
| MP/2 | Install traffic signal mast arm pole |
| MPL/2 | Install combination luminaire and mast arm pole (35' mounting height) |
| LA/L | Install (L) ft. luminaire arm |
| MA/L | Install (L) ft. traffic signal mast arm |
| TC | Install terminal cabinet |
| PV/Ph | Install Phase (Ph) programmed vehicle signal head |
| V/Ph | Install Phase (Ph) vehicle signal head |
| P/T | Install type (T) pedestrian signal heads (modified) |
| PB/Ph | Install Phase (Ph) pedestrian push button with instructional sign. |
| FP/DI | Install one-way fire pre-emption detector unit |
| FP/F | Install fire pre-emption detector feeder cable (continuous-no splices) |
| OS/LT | Install interior illuminated overhead "LEFT TURN SIGNAL" sign |
| CS | Install 2 inch conduit stub (future interconnect), cap end |
| OS/SR | Install interior illuminated overhead right turn arrow "ONLY" Sign |
| PB | Install 27½"x18"x12" reinforced concrete pull box with sidewalk gasketed galvanized cast iron cover. Cover to be flush with sidewalk. |
| J | Install loop splice junction box (6"x6"x6") |
| N-L/Ph | Install (N) Phase (Ph) loop feeder wires (continuous from loop splice junction box to controller) |
| N-L/SP | Install (N) Spare loop feeder wires (continuous from loop splice junction box noted to controller) |

L = Length shown
T = Type shown
Ph = Phase shown
E = Elevator plumbizer
S = Size shown
N = Number shown
G = Gauge shown
A = Standard plumbizer

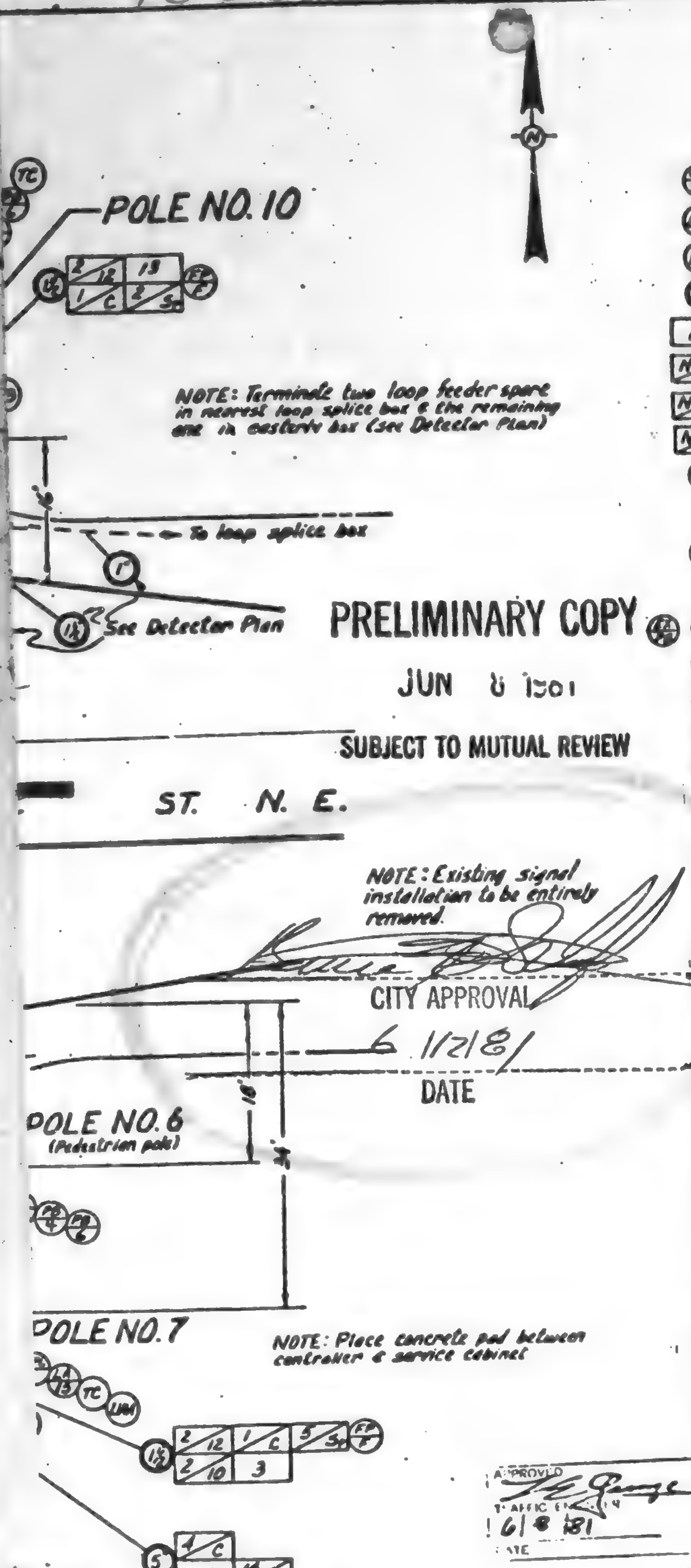
456 = 12"R, 12"Y, 12"G

458 = 12"R, 12"Y, 12"G LTA

| | |
|---|---|
| PROJECT NO. 780419 | CITY OF SALEM<br>TRAFFIC ENGINEERING DIVISION |
| 8/7/80<br>DATE | TRAFFIC SIGNAL INSTALLATION<br>CENTER ST. @ LANCASTER DR.<br>F.A.U. 1640 & F.A.U. 1615<br>MARION COUNTY |
| DESIGNED BY CITY/STAFF<br>CHECKED BY WZ | AUGUST 1980<br>REVISED MAY 1981 L.H.G.<br>REVISED MAY 5. 1981 WZ |
| | DRG. NO. 5 |

4336 6-12-81

# SIGNAL PLAN
# MARKET ST. @ LANCASTER DR.


N
POLE NO. 10
TC
1½
2/12 13
1/C 2/Sp
EX/P
NOTE: Terminate two loop feeder spare in nearest loop splice box & the remaining one in easterly box (see Detector Plan)
To loop splice box
1"
1½
See Detector Plan
ST. N. E.
NOTE: Existing signal installation to be entirely removed.
18'
POLE NO. 6
(Pedestrian pole)
PB/4
PB/6
POLE NO. 7
NOTE: Place concrete pad between controller & service cabinet
LA/15
TC
LUM
1½
2/12 1/C 5/Sp
2/10 3
FP/F
5
1/C
42 14/Sp
2/8
ull box to
vice Cabinet

NOTE: Terminate one spare loop feeder in nearest loop splice box (see Detector Plan)

PRELIMINARY COPY
JUN 8 1981
SUBJECT TO MUTUAL REVIEW

CITY APPROVAL
6/12/81
DATE

APPROVED
TRAFFIC EN[illegible]
6 8 81
DATE

LEWIS H. [illegible]

SCALE 0 10 20 40 FEET

## LEGEND

| | |
|---|---|
| OS/SL | Install interior illuminated overhead left turn arrow "ONLY" sign. |
| LUM | Install 250 watt, type IV, high pressure sodium luminaire with photoelectric relay, cutoff type. |
| PR | Install pedestrian sidewalk ramp |
| S | Install (S) inch electrical conduit |
| N | Install (N) No. 14 type THWN wires |
| N/C | Install (N) No. 8 type THWN wires (signal system common) |
| N/G | Install (N) No. (6) type TW wires |
| N/Sp | Install (N) No. 14 type THWN wires (spares) |
| C | Install model 170 controller in model 332 cabinet |
| SC | Install 120/240 volt unmetered, weatherproof, base mounted service cabinet with 50 amp main breaker; 40 amp, 120 volt breaker for signal circuit; 15 amp, 120 volt breaker for sign circuit; & 15 amp 240 volt breaker for street light circuit. |
| EX/SP | Existing signal or pedestrian push button pole (remove) |
| EX/T | Existing power source (P.G.E. power pole) |
| PP | Install pedestrian signal pole with frangible base |
| MP/2 | Install traffic signal mast arm pole |
| MPL/2 | Install combination luminaire and mast arm pole (35' mounting height) |
| LA/L | Install (L) ft. luminaire arm |
| MA/L | Install (L) ft. traffic signal mast arm |
| TC | Install terminal cabinet |
| PV/Ph | Install Phase (Ph) programmed vehicle signal head |
| V/Ph | Install Phase (Ph) vehicle signal head |
| P/T | Install type (T) pedestrian signal heads (modified) |
| PB/Ph | Install Phase (Ph) pedestrian push button with instructional sign |
| FP/DI | Install one-way fire pre-emption detector unit |
| FP/F | Install fire pre-emption detector feeder cable (continuous-no splices) |
| OS/LL | Install interior illuminated overhead "LEFT TURN SIGNAL" sign |
| CS | Install 2 inch conduit stub (future interconnect), cap ends |
| OS/SR | Install interior illuminated overhead right turn arrow "ONLY" Sign |
| PB | Install 27½"x18"x12" reinforced concrete pull box with sidewalk gasketed galvanized cast iron cover, cover to be flush with sidewalk. |
| J | Install loop splice junction box (8"x6"x6") |
| N-L/Ph | Install (N) Phase (Ph) loop feeder wires (continuous from loop splice junction box to controller) |
| SL/N | Install (N) Spare loop feeder wires (continuous from loop splice junction box noted to controller) |

L = Length shown
T = Type shown
Ph = Phase shown
E = Elevator plumbizer
456 = 12"R, 12"Y, 12"G

S = Size shown
N = Number shown
G = Gauge shown
A = Standard plumbizer
458 = 12"R, 12"Y, 12"GLTA

780422.
PROJECT NO.

8/1/80
DATE

DESIGNED BY City/State
CHECKED BY WE

CITY OF SALEM
TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL INSTALLATION
MARKET ST. @ LANCASTER DR.
F.A.U. 1680 & F.A.U. 1615
MARION COUNTY

AUGUST 1980
REVISED MAY 1981 L.H.G
REVISED MAY 12, 1981 WE

DRG. NO. 7

②

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

5-4-81

Highway # 724

Prefix 324-1935

Attention: Right-of-Way Section

9336

Subject: Federal Aid Project No.
Project Name Center St. at Lancaster Drive (Salem)
City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 4th day of May, 1981

City of Salem, Oregon

Certified By:

Regional Right-of-Way Supervisor
Date 5/12/81

Kent L. Aldrich Mayor

Betty J. Marsh City Recorder

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 13 1981
M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS ☐
PMS ☐ AS ☐ CE ☒ OS ☐ TA ☐ RUE ☐

Instructions: Complete A or B and C
R/W File No. ________
Rev. 1/76

Salem, Oregon 97310

Highway #

Attention: Right-of-Way Section

Prefix 324-1946

9336

4-24-81

Subject: Federal Aid Project No.
Project Name Lancaster Drive at Market St. (Salem)
Lancaster Drive

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provide relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary an fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 24th day of April, 19 1

City of Salem, Oregon

Certified By:

Regional Right-of-Way Supervisor
Date 4/22/81

Mayor

Patricia Wolfe
Deputy
City Recorder

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR 27 1981
M AM ADM RBR CA RS
JAS AS CE OS TA RUE
0 1 2 3 4 5

Instructions: Complete A or B and C
R/W File No.
Rev. 1/76

9336 D 4-15-81

GARY

FRANK LOWE of R/W called 2:15pm. 4-14-81, says Dixson of Region tells him:

a) Lancaster @ Mkt: Can get R/W cert. and should be o.k.

b) Lancaster @ Center: City can't get R/W Cert in time for May letting due to problems at Mobil service station.

Frank asked, what to do. I say, up to this point, these two have been combined to go under one contract, and until the schedule meeting for May, will probably stay as one unless the City insists, because we get better bids. So it looks like these two might miss going in May; unless someone decides to split the jobs.

Ken.

4-15-81

STEARNS SAYS CITY IS ACTIVELY PURSUING

FRANK LOWE of R/W called 2:15pm. 4-14-81, says Dixson of Region tells him:

a) Lancaster @ Mkt: Can get R/W cert. and should be o.k.

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Ken.

4-15-81

STEARNS SAYS CITY IS ACTIVELY PURSUING R/W FROM MOBIL WHICH THEY HOPE TO GET IN A WEEK. IF THEY ARE UNSUCCESSFUL THEY WILL SEPARATE INTO SEPARATE CONTRACTS. HOWEVER TIME MAYBE TOO SHORT TO SEPARATE FOR MAY LETTING.

9336 2-12-81 L

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1640(1)

STATE PROJECT NO. See below

| | | |
|---|---|---|
| FROM: E.J. Valach, Acting Division Admin<br>FHWA - Oregon Division | PROGRAM NO. | COUNTY NAME Marion |
| | ITEM NO. 80271 | PROGRAM STAGE (Check) ☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Manning
FOR

Orig to
2-19-81

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER FAU 1640 |
|---|---|---|
| | 2/12/81 | STATE ROUTE NUMBER City Street |

GENERAL LOCATION: Center Street at Lancaster Drive (Salem) Section also Lancaster at Market

GENERAL DESCRIPTION OF WORK: Traffic Signal and Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/11/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $106,000 Federal Funds $95,400.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 2/12/81 | | for Acting Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-631-455

A33

2-12-81

U. S. DEPARTMENT OF TRANSPORT ON - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

EDERAL AID PROJECT NO. M-1615(3)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90088

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to: 2-19-81

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO [illegible]
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2/12/81

FEDERAL ROUTE NUMBER FAU 1615

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Lancaster Drive at Market Street (Salem) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/11/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $94,000 Federal Funds $82,889.

DATE 2/12/81

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975--631-688

9336

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 80271
Project No. M-1640(1)
Center St. @ Lancaster Dr. (Salem) Sec.
Marion County

I request authorization to proceed with actions necessary to advance the physical construction of the project an an estimated total cost of $106,000 with an obligation of $95,400 in Federal funds.

JLG:bkc

cc: Gary Zehner
Lou Olson
General Files

Form 734-3122

9336

L

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 90088
Project No. M-1615(3)
Lancaster Dr. @ Market St. (Salem) Sec.
Marion County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $94,000 with an obligation of $84,600 in Federal funds.

JLG:bkc

cc: Gary Zehner
Lou Olson
General Files

Form 734-3122

9336

## OREGON DEPARTMENT OF TRANSPORTATION

## NOISE STUDY REPORT

Project Center Street @ Lancaster Drive
Highway FAU-1640
County Marion
Preparer Lee Doss
Date January 29, 1981
City Salem

**Project Description:** The project revises the traffic signal from actuated two-phase to fully actuated five-phase. A curb with well defined driveways is to be extended westward 300 feet from the existing curb return in the southwest quadrant of the intersection. A strip of pavement on either side of the proposed curb (totalling 11 feet in width) will replace the existing pavement to a revised grade appropriate to the new curb.

**Existing Land Use Activities:**

Adjacent land use is solid commercial: From Lancaster westward, a used car lot, a veteranary clinic, a large tavern. The project is in the heart of the Lancaster commercial activity. The Lancaster Mall and a corner service station are across the street.

### TRAFFIC DATA AND PREDICTED NOISE LEVELS

| Year | Autos | Medium Trucks | Heavy Trucks | Speed (mph) | Leq 69 dBA* (Dist. from Rd. ℄) |
|---|---|---|---|---|---|
| | | (vehicles per hour) | | | |
| (Existing) | 840 | 40 | 11 | 29 | 50 |
| (No-Build) | 1120 | 54 | 15 | 28 | 50 |
| (Build) | 1120 | 54 | 15 | 28 | 50 |

*Includes traffic on Lancaster.

**Existing Sound Levels:** No field measurements were taken.

---

**Traffic Noise Impacts:** None. Noise levels in worst case situation" do not exceed 72 dBA $L_{eq}$, design noise level for commercial land use.

---

**Traffic Noise Mitigation:** None proposed.

---

**Construction Noise:**

**Impacts:** There will not be the night-time impacts that would be anticipated if this were a residential area. Time constraints are therefore not proposed.

**Mitigation:** (See Attachment).

---

**Local Coordination:**

A copy of this report will be sent to The City of Salem Planning Department.

9336

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# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Lancaster Drive at Market and Center

NOTED
H.S. COULTER

DATE: 1/27/81

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
JAN 28 '81
REFER TO
FOR

| Info | Invst | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr: C.O. Fredrickson
Dis.(3)Engr: R.A. Kuehn

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

**8012 2 730**

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

12-22-80

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9336 Form FHWA 121 (1/80)

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Project Category Request
Oregon Project M-1615(3)
Lancaster Drive @ Market St. (Salem)
City Street, Marion County

Date: January 22, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your December 31, 1980 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

RECEI[illegible]
TECHNICAL SE[illegible]
JAN 23 '81
REFER TO
FO[illegible]
Info | Inves | R/D | [illegible] | File
NOTED
E. S. HUNTER

9336 Form FHWA 121 (1/80)

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

**Subject:** Project Category Request
Oregon Project M-1640(1)
Center and Lancaster Drive (Salem)
Lancaster FAU 1615, Center FAU 1640
Marion County

**Date:** January 22, 1981

**From:** G. L. Green, Division Administrator

**Reply to Attn. of:** HFO.2-OR

**To:** Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your December 31, 1980 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

RECEIVED
TECHNICAL SERVICES
JAN 23 '81
REFER TO
FOR
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

NOTED
E. S. HUNTER
H

9336

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Lancaster @ Center Street

Highway: FAU 1615

County: Marion

Prefix: 364 - 1935

Res. Engr.

Date December 23, 1980

Ten Year
Traffic Coefficient 7.1

18 kip s.a. per day 38

R Value 10

Frost Penetration ---

CBE Total Requirement 23.0"

STRUCTURAL SECTION
NEW WORK

For Widening on Center Street for Right Turn Lane

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 4.0" | A.C. Wearing Surface and Base | 8.0" |
| 15.0" | Aggregate Base | 15.0" |
| 19.0" | | 23.0" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

9336

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO 6

December 22, 1980

Mid-Willamette Valley Council of
Governments
ATTN Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

TO: Executive Department
Federal Aid Coordination Unit

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. Dist. 3
Section: Lancaster Dr. at Market and Center Sts. (Salem)
Highway: FAU-1615 at 1640/1680 Market and Center Sts.
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is neccssary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 23, 1981.

BLG:bke
Attachments
cc: G.L. Green, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
DEC 24 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>Department of Transportation | 46] DIVISION [79<br>Highway | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>Transportation Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>D.E. Swan | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Lancaster Dr. at Market and Center Sts. (Salem) | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>FAU-1615 at 1640/1680<br>Market and Center Sts. | PROJECT LOCATION—COUNTY<br>Marion | PROJECT LOCATION [79<br>SEC. T:<br>R: | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to revise the existing 2 phase signals at Market & Center

06 12] Street intersections with Lancaster Dr. Work involves installation of [71

07 12] multi-phase fully actuated signals and provide right turn only lane at [71

08 12] Center Street. [71

09 12] [71

10 12] [71

| 12 | AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 88,150 | ------- | 5,925 | 5,925 | ----- | 100,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: December 22,1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Jan. 43] DAY [44 23 45] YEAR [46 1981

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: December 22, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

### STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

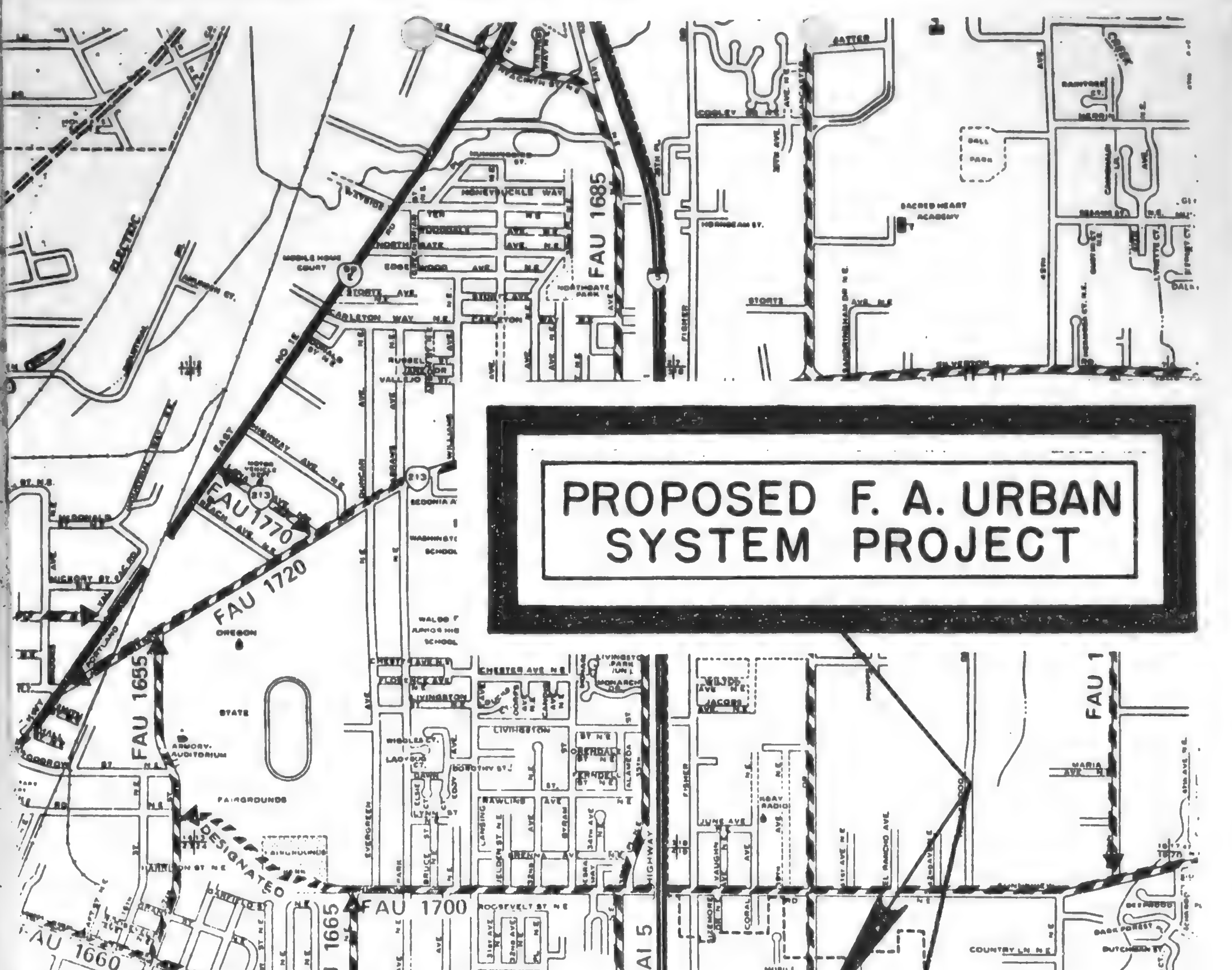
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

# PROPOSED F. A. URBAN SYSTEM PROJECT


FAU 1685
FAU 1770
FAU 1720
FAU 1655
DESIGNATED
FAU 1700
FAU 1665
FAU 1660
FAI 5
PACIFIC HIGHWAY
FAU 1680
FAU 1635
FAU 1650
FAU 1640
FAU 1625
FAU 1
OREGON STATE FAIRGROUNDS
ARMORY-AUDITORIUM
SACRED HEART ACADEMY
BADGER CORNER
SWEGLE SCHOOL
HOOVER SCHOOL
STATE HOSPITAL GROUNDS
STATE MENTAL HOSPITAL
AUBURN SCHOOL
MOBILE HOME COURT

9336

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January 26, 1979

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6885

Gentlemen:

Attached for your records are fully executed copies of two agreements covering the following projects:

1) Silverton Road at Lana Avenue

2) Lancaster Drive at Market Street

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

9336

November 16, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the Consent Calendar for the November 28 meeting will be three requests for approval of Urban System projects.

Two requests were received from Portland. One is for a $140,000 project to replace existing signal equipment at five intersections on 2nd Avenue; the other is a $260,000 project to install traffic signals at nine locations in the Coliseum area.

A $48,000 project to provide five-phase signal operation at the intersection of Lancaster Drive and Market Street is the request from Salem.

Federal Urban System funds for these projects are estimated at $394,240 with the State providing approximately $26,880 in match funds and a like amount being contributed by local government.

These projects have been investigated are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the necessary project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

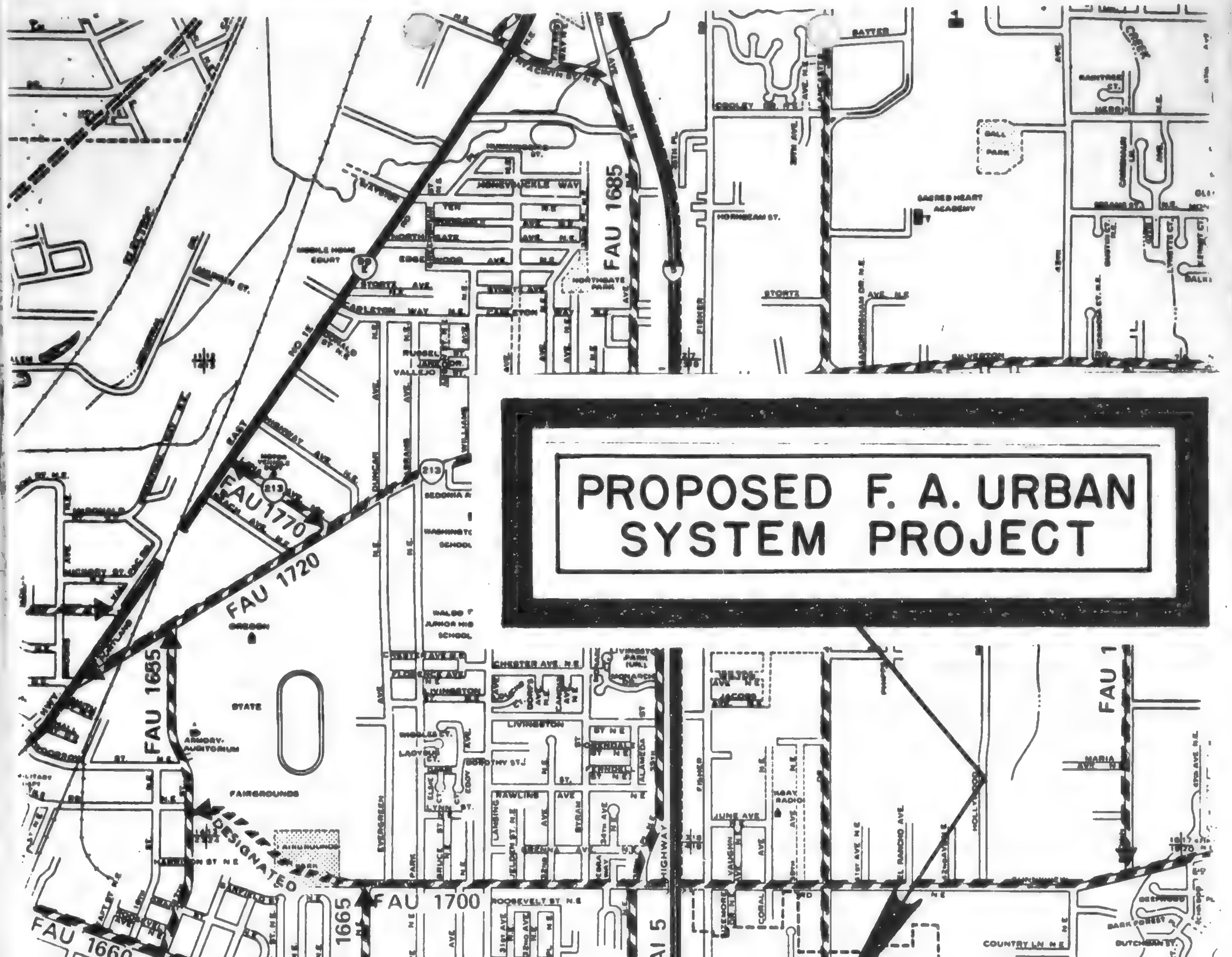
CITY OF SALEM
Proposed Urban System Project

Lancaster Drive (FAU 1615) at
Market Street
Traffic Signals
$48,000

This project entails all the work and costs to revise the existing two-phase signals at the intersection of Lancaster Drive and Market Street to five-phase fully actuated signals.

City will perform preliminary and construction engineering.

78-j
11/15/78



# PROPOSED F. A. URBAN SYSTEM PROJECT

FAU 1685
FAU 1770
FAU 1720
FAU 1665
FAU 1700
FAU 1660
FAU 1680
FAU 1635
FAI 5
FAU 1650
FAU 1640
FAU 1625
FAU 1
DESIGNATED
PACIFIC
HIGHWAY
STATE
FAIRGROUNDS
ARMORY-AUDITORIUM
SACRED HEART ACADEMY
SILVERTON
STORTZ
HORNBEAM ST.
CHESTER AVE. N.E.
LIVINGSTON
JUNE AVE
ROOSEVELT ST. N.E.
MADISON ST
MARKET
COUNTRY LN N.E.
SWEGLE SCHOOL
SWEGLE
BERGER CORNER
MOBILE HOME COURT
CURTIS ST. N.E.
CYPRESS ST N.E.
ALBERTA AVE
WINDSOR AVE N.E.
LADD
ELLIS AVE
ENGLEWOOD AVE
ENGLEWOOD SCHOOL
HOOVER PARK
HOOVER SCHOOL
ANITA
MANOR
WEATHERS ST N.E.
WEDGEWOOD ST N.E.
KNOX
STATE HOSPITAL GROUNDS
DENVER AVE N.E.
CENTER
STATE HOSPITAL
STATE MENTAL HOSPITAL
MARION CO. JUVENILE DETENTION CENTER
MARION CO. HEALTH DEPT
MIDWAY AVE
GREENWAY DR N.E.
AUBURN
AUBURN SCHOOL
WASHINGTON SCHOOL
WALDO JUNIOR HIGH SCHOOL
NORTHGATE PARK
MAPLE
ROCKET
CORONATION CT.
CROWN CT.
REGAL
FA

9336

# LOCATION PROSPECTUS

LANCASTER at MARKET STREETS (Salem)
CITY STREET
MARION COUNTY

October 1978

HIGHWAY: City Streets, FAU 1615 and 1680

TERMINI: 300'± each leg of intersection.

LENGTH: 600 feet ±.

NARRATIVE: The purpose of the survey is to prepare plans, specifications and cost estimate to revise and upgrade an existing two phase pre-timed traffic signal to a five phase fully actuated signal.

Soils investigation will not be required, drainage problems do not exist and a airport is within four miles of the project, however, anticipated work will have no affect on the airport.

Some traffic re-distribution is anticipated, but no change in economic status is expected.

This is a FAUS project and the City proposes to do all engineering.

CHARACTERISTICS: The ADT on Lancaster is 24,100 and Market street has an ADT of 13,100 West and 4,950 East of Lancaster.

STANDARDS: AASHO Urban. No changes in alignment, grade or central angle are anticipated.

TYPICAL SECTION: Lancaster has 2 - 12' lanes, 2 - 15' lanes and a 14' continuous turn refuge.

Market has 2 - 12' lanes, 2 - 15' lanes and a 14' continuous turn refuge West of Lancaster with 2 - 12' travel lanes and 6 - 8' gravel shoulders East of Lancaster.

No changes are expected.

BRIDGE: Not applicable.

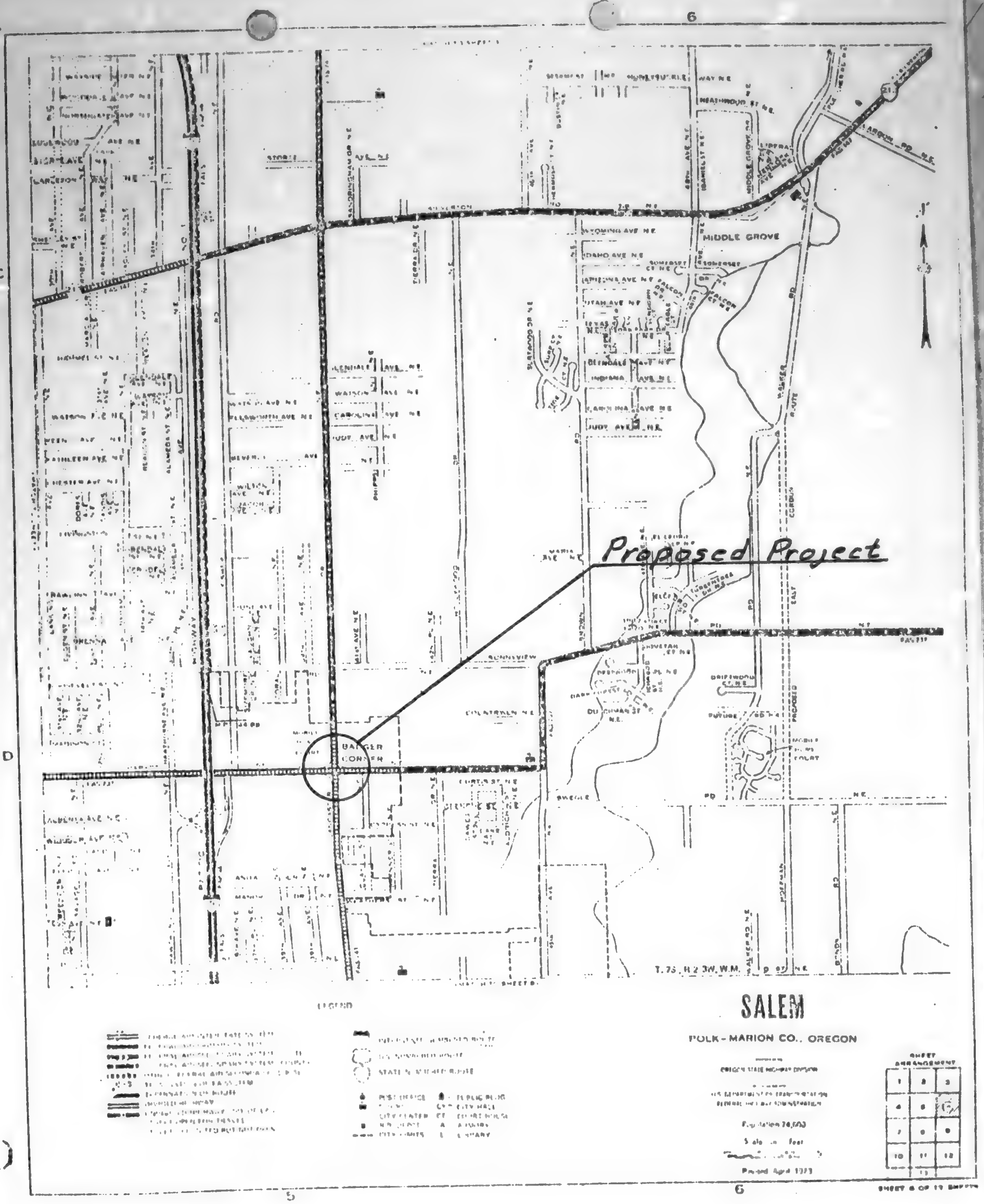
ACCESS: No change.

SURFACING: No change.

MATERIAL: Available from area suppliers.

Location Prospectus
Lancaster at Market Streets (Salem)
City Street
Marion County
October 1978

| | |
|---|---|
| ADDITIONAL FACILITIES: | None. |
| AGREEMENTS: | City agreement required. |
| PARKS: | Not applicable. |
| RIGHT OF WAY: | None required. |
| BIKE PATH: | Not applicable. |



6
C
D
Proposed Project
MIDDLE GROVE
BAUGER CORNER
WYOMING AVE N.E.
IDAHO AVE N.E.
UTAH AVE N.E.
GLENDALE AVE N.E.
WATSON AVE N.E.
CAROLINE AVE N.E.
JUDY AVE N.E.
SUNNYVIEW
COUNTRYMAN N.E.
DUTCHMAN ST N.E.
DRIFTWOOD CT N.E.
CURTIS ST N.E.
SWEGLE
T. 7S., R. 2 3W. W.M.
LEGEND
SALEM
POLK-MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised April 1973
SHEET ARRANGEMENT
1
2
3
4
5
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8
9
10
11
12
13
5
6
SHEET 6 OF 13 SHEETS

Form 81-734-[illegible] 9336

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Lancaster at Market Street (Salem)

Date October 12, 1978

Highway City Street FAU 1615 and 1680

Authorization No. 1

County Marion

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of Lancaster and Market streets.

300' ± each intersection leg.

Purpose of survey:

Prepare plans, specifications and cost estimate to revise and upgrade an existing signal installation.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $

Previous authorization . . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Richard E. Nelson Field Engineer

Recommended for Approval:

C. D. Fredrickson

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9336

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

October 9, 1978

Mr. Phillip O. Stearns
Federal Aid Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

RE: Lancaster at Market Street Traffic
Signal Installation

Dear Mr. Stearns:

Attached is the Federal Aid Project Request, Project Assessment and a copy of Resolution 78-302 to improve the traffic signal on Lancaster at Market Street, including left turn phases for Lancaster Drive.

Please process this application on behalf of the City.

Sincerely,

S. DOUGLAS VAN DYKE
Traffic Administrator

SDV:LHG:bg
Attachments

cc: B. T. Van Wormer

--AN EQUAL OPPORTUNITY EMPLOYER--

cc: Phil Stearns
9-27-78

# RESOLUTION NO. 78 302

WHEREAS, the Salem Area Transportation Study Coordinating Committee has recommended to the Council certain amendments to the "SATS - Transportation Improvement Program" as more particularly described herein; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

THAT the "SATS - Transportation Improvement Program" be amended to provide for the following:

| | | |
|---|---|---|
| Traffic Signals | | |
| 1. Market at Lancaster | FAU | $48,000 |
| 2. Mission at Winter | | 0 |
| 3. Lana at Silverton | FAU | $40,000 |
| Traffic Operations Improvements | | |
| 1. Lana at Silverton | FAU | $62,140 |

ADOPTED by the Common Council this 25th day of September, 1978.

ATTEST:

CITY RECORDER

9336

# FEDERAL AID PROJECT REQUEST

Date July 10, 1978

Applicant Agency City of Salem

Request for: Off-System ___, FAS-C ___, FAUS X Project

Federal Aid Route No. FAU 1615 & 1680 Route Name Lancaster Drive & Market Street

Project Name Traffic signal revision and upgrading

Project Length Intersection Project Location (Attach sketch map)

Project Description Revise two phase pre-timed traffic signal to five phase fully actuated traffic signal.

Average Daily Traffic 24,100 Lancaster Design Speed 35 MPH
13,100 Market (West of Lancaster)
4,950 Market (East of Lancaster)

## Complete Applicable Sections:

## I. ROADWAY DATA Lancaster Drive (See attached for Market Street)

1. Existing Roadway: (Attach sketch)

Width 68' Travel Lanes 2 - 12', 2 - 15' Shoulders Curbed

Medians 14' left turn Parking prohibited

Sidewalks 5' both sides

Remarks

2. Desired Roadway Cross Section: (Attach sketch) No change

Width ___ Travel Lanes ___ Shoulders ___

Medians ___ Parking ___

Curbed ___ Length Curb Radii ___

Sidewalk/Bikeway ___

Remarks ___

## II. RIGHT-OF-WAY DATA Lancaster Drive (See attached for Market Street)

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ___ No X

3. Will additional right-of-way be needed? Yes ___ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ___ No ___

Remarks ___

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Market at Lancaster is now signalized - two phase, pre-timed.

ATTACHMENT
MARKET STREET

## FEDERAL AID PROJECT REQUEST

Date

Applicant Agency
Request for: Off-System, FAS-C, FAUS Project
Federal Aid Route No. Route Name
Project Name
Project Length Project Location (Attach sketch map)
Project Description

Average Daily Traffic Design Speed

Complete Applicable Sections:

### I. ROADWAY DATA Market Street

1. Existing Roadway: (Attach sketch)

Width 68' Travel Lanes 2- 12', 2 - 15' Shoulders curbed
Medians 14' left turn lane Parking prohibited
Sidewalks 5' both sides
Remarks Market Street east of Lancaster is 24' paved with 6-8' gravel shoulders, two travel lanes.

2. Desired Roadway Cross Section: (Attach sketch) No Change

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Remarks

### II. RIGHT-OF-WAY DATA Market Street

1. Existing Right-of-Way:

General Width 80' W. of Lancaster Minimum 60' east of Lanc. Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No X

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks

### III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. **Proposed Signalization:**

Location Lancaster at Market

Type Fully actuated
Phases Five
Type of Suspension Span wire
Interconnected Not at this time
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

1000 Watt Mercury Vapor on northwest and southeast corner of intersection, installed on traffic signal poles.

2. **Proposed Illumination:**

Location Northwest and Southeast corners.
Type 1000 Watt Mercury Vapor

Remarks Illumination will be incorporated with the traffic signal installation.

## V. STRUCTURE DATA N/A

1. **Existing Structure:**

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes ______ No ______

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement S. D. Van Dyke, Util/PW Dept., City of Salem
Office
2. Environmental " " "
Office
3. Public Hearing " " "
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No X

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ -- |
| Right-of-way costs (if participating) | -- |
| Traffic control | 45,000 |
| Illumination | -- |
| Structures | -- |
| Railroad | -- |
| Other ________ | |
| Preliminary engineering | 3,000 |
| PROJECT TOTAL. | $ 48,000 |

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/or ________ COUNTY

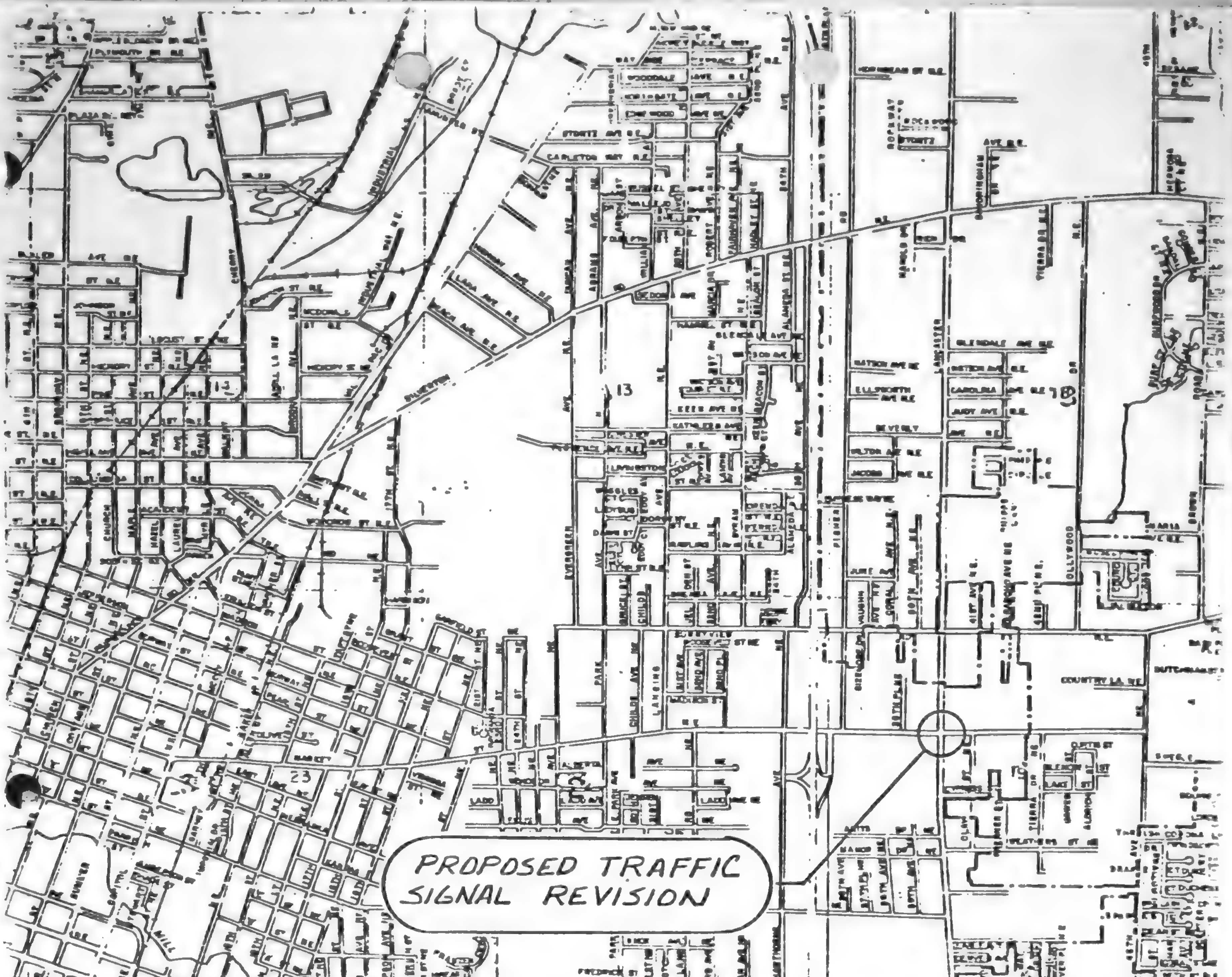
By ________ MAYOR

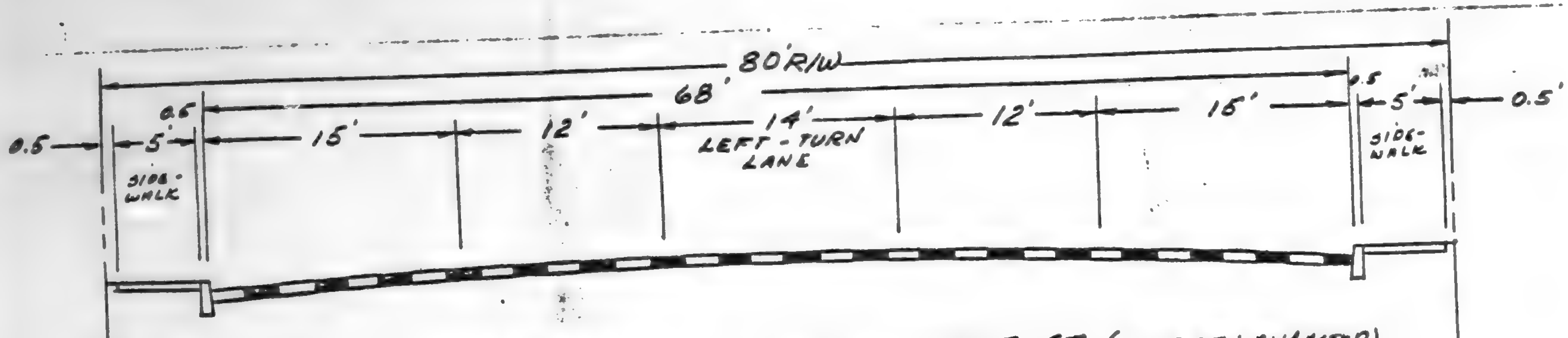
By Betty J. Marsh CITY RECORDER

By ________

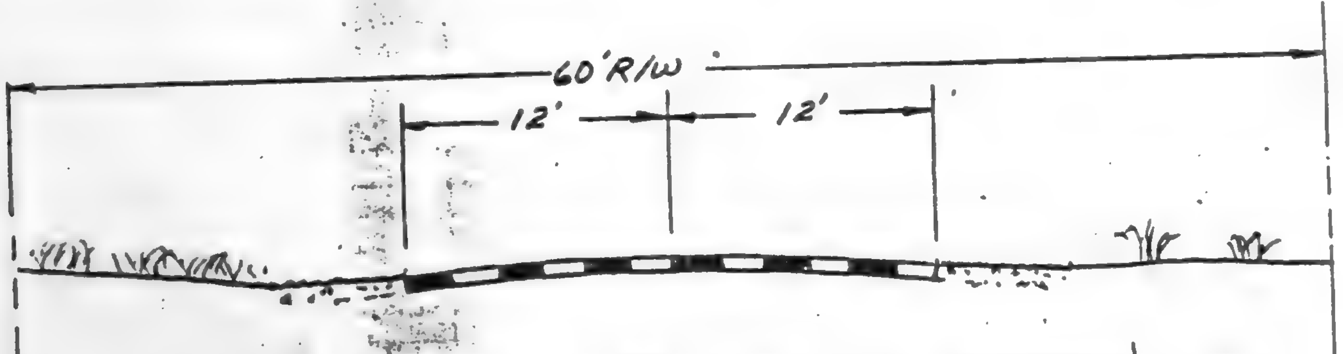
By ________

By ________


PROPOSED TRAFFIC SIGNAL REVISION
CENTER
STATE
CREEK
DITCH
13
13
23
25
25
30
35
36
salem
0
2000'
4000'
6000'


80' R/W
68'
0.5
5'
0.5
15'
12'
14'
LEFT - TURN LANE
12'
15'
.5
5'
0.5'
SIDE-WALK
SIDE-WALK

LANCASTER DR. & MARKET ST (WEST OF LANCASTER)



MARKET ST. (EAST OF LANCASTER)

# CROSS - SECTIONS

EXISTING (NO CHANGE PROPOSED)

9336

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date July 10, 1978

Section

Unit (if appl)

County Marion

City Salem

Highway Lancaster & Market Streets

State Hwy. No. ---

Termini: M.P.(if appl) ---

Length Intersection

Region 2

Construction Estimate $ 48,000
Program Amount

---

### B. Purpose of Project:

This project provides safe and efficient turning movements from Lancaster Drive onto Market Street through separate turn signal phasing.

---

### C. Origin & History of Project:

During the past five years, turning accidents have increased at this intersection due to increased traffic on Lancaster Drive and limited ability of traffic to turn left onto Market Street. This is a SATS project listed in the Transportation Improvement Program traffic signal projects.

---

### D. General Description of Project:

This project revises the two phase pre-timed signal at the intersection of Lancaster Drive at Market Street to a five phase fully actuated signal providing left turn phases from Lancaster Drive onto Market Street.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. Left Turn ; Shldrs. Curbed ; Parking Prohibited

No change Proposed: No. Lanes ____ ; Med. ____ ; Shldrs. ____ ; Parking ____

Traffic: Existing Facility: Existing ADT 24,100 Lanc. 13,100 Mkt. Projected ADT 35,800 Lanc. 10,000 Mkt. Yr. 2000

Existing Level of Service F due to S to W left turns

Proposed Facility: Projected ADT 4% increase 1 year ; Yr. 1978

Projected Level of Service D

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No._______

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

Number 2 traffic signal project listed in the Transportation Improvement Program of the Salem Area Transportation Study.

FHWA and/or OSHD approvals given, if any:

Not yet given

Location or Design Alternatives (identify and describe):

None

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The intersection of Lancaster at Market is flat terrain not subject to flooding (see SATS overview study, July 1976). Lancaster is improved with curbs, sidewalks and storm drains. Market Street west of Lancaster is improved with curbs, sidewalks and storms drains. To the east of Lancaster, Market Street is a 24 ft. paved roadway with 6 ft. to 8 ft. gravel shoulders.

The soil of this area is classified as Woodburn silt loam (WvA). The soil is well drained, having moderate permeability. It is not subject to erosion since slopes are less than 3%.

There is no known wildlife other than birds and other small animals common to the inhabited portions of Salem.

The area around the intersection is developed as commercial property.

2. Cultural:

All four corners of this intersection are zoned CR (Commercial Retail) and are developed as such.

Except during night time hours, Lancaster and Market Street traffic noise is ever present. The 1976 SATS Planning Overview on transportation noise analysis shows the decibil level to be greater than 75 $dBA_{L10}$ for Lancaster Drive, 75 to 71 $dBA_{L10}$ for Market Street west of Lancaster Drive and 70 to 66 $dBA_{L10}$ for Market Street east of Lancaster Drive.

The 1976 SATS Planning Overview on carbon monoxide concentrations indicate a level of less than 3.5 $mg/m^3$.

There are no known historical sites in the immediate area.

Underground and overhead utilities, private and public, are located in both streets (city water, storm drains, sewer, Pacific Northwest Bell Telephone, Portland General Electric and Northwest Natural Gas Company).

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

Left turn may increase at the intersection because of protection. Left turns at other streets in the area (Sunnyview and "D" Streets) may decrease because of redistribution of traffic.

Consequences--Air Quality, Noise, Safety, etc.:

Little change is expected in air quality and noise. Safety of the intersection will be benefitted due to the protected left turn phase from Lancaster onto Market Street.

3. Estimated Impact on Land Use:

No change is expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No impact.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No impact.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None - Increased safety is expected.

7. Potential for Controversial Issues:

None expected.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Does not affect air quality.

b. Noise Standards

Not expected to change

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Conforms to Salem Area Transportation Pland and land use.
No effect on zoning.

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | ____ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: _____ 1 _____ 2 _____ 3 _____ 4

9336

L

June 23, 1978

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6589

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of the Center Street, FAU 1640, at Lancaster Drive.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

1336

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL D/OR AUTHORIZATION

5-2-78

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.<br><br>ITEM NO.<br>80271 | FEDERAL AID PROJECT NO.<br>M-1640(1)<br>ST PROJECT NO.<br>See below<br>COUNTY NAME<br>Marion<br>PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>FAU 1640<br>STATE ROUTE NUMBER<br>City street |
|---|---|---|
| | 5-2-78 | |

GENERAL LOCATION:

"Center Street at Lancaster Drive (Salem) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work TEC NTE $2,500 F.F. $2,140
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 24, 1978,letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

(~~project data submitted indicates~~ An attempt should be made to provide for a minimum 14 ft. left turn refuge and a 12 ft. thru lane.)

Swan
5-5

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5-2-78 | G. K. [illegible] | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

7336

March 15, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the consent calendar for the March 28 meeting will be four requests for approval of Urban System Projects.

Grants Pass is requesting a $40,000 preliminary engineering project to prepare contract documents for a future project to interconnect traffic signals on 6th and 7th Streets.

A $50,000 project to signalize the intersection of Center Street and Lancaster Drive is being requested by the City of Salem.

The request from The Dalles is for a $150,000 project to upgrade and interconnect traffic signals on 2nd and 3rd Streets.

Wasco County's request is for a $236,600 project to acquire right-of-way and construct a 0.47 mile segment of West Snipes Street.

Federal Urban System funds for these projects are estimated at $371,060 with the State providing approximately $30,200 in match funds and $74,740 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc:
R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
C. O. Fredrickson
A. Shirley, Jr.
Dale D. Allen
D. N. Harwell
George Bell

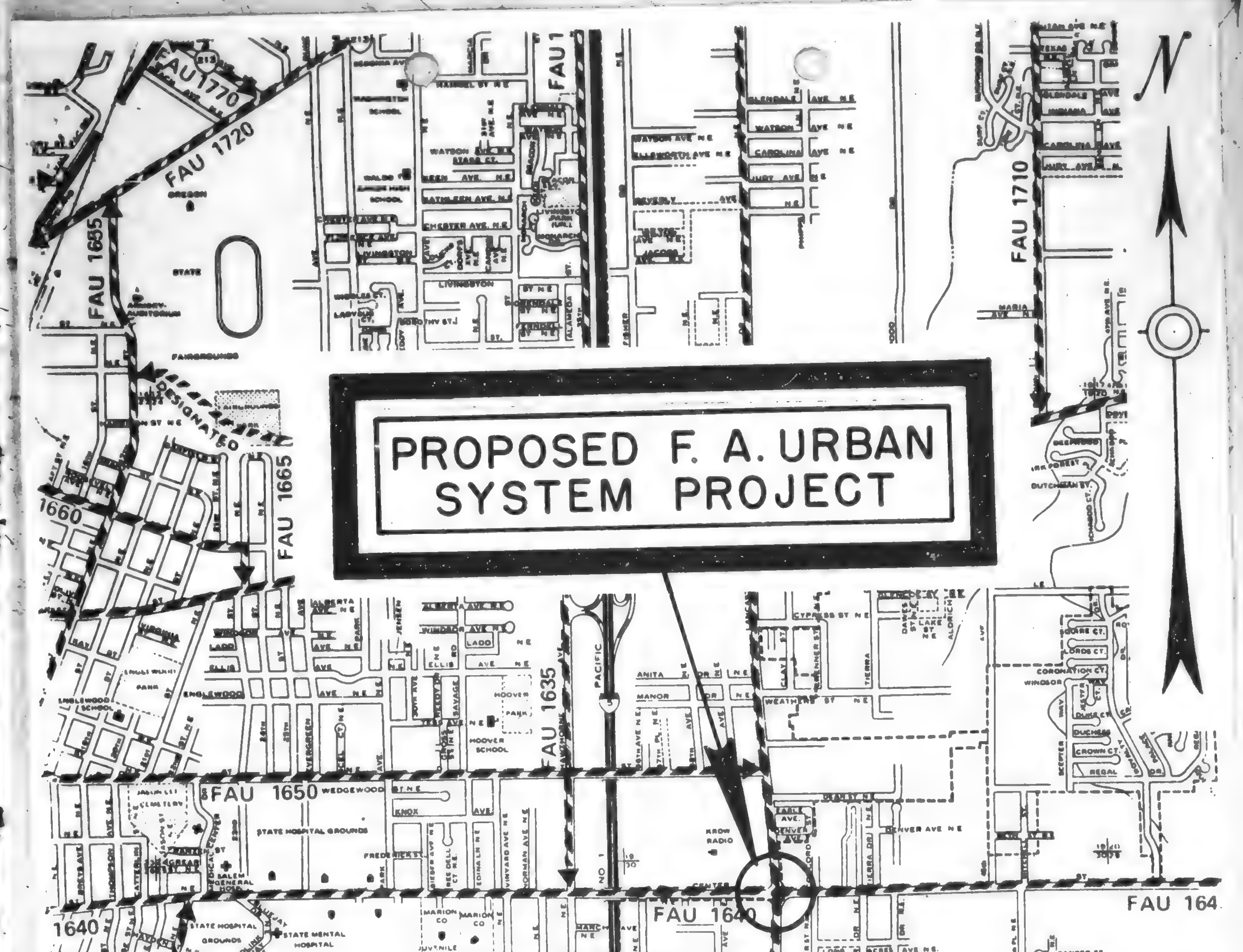
CITY OF SALEM
Proposed Urban System Project

Center Street at Lancaster Drive, FAU 1615
Traffic Signals
$50,000

This project consists of upgrading the existing two-phase signal at the Center Street and Lancaster Drive intersection with a five-phase signal. The work will also include minor widening, curb and sidewalk construction on Center Street, west of Lancaster, to provide a right-turn only lane.

City will perform the bulk of preliminary engineering. State will supervise construction of the project.

78-c
3-13-78


PROPOSED F. A. URBAN
SYSTEM PROJECT
N
SALEM
FAU 1770
FAU 1720
FAU 1685
FAU 1710
FAU 1
FAU 1665
1660
DESIGNATED
FAU 1635
FAU 1650
FAU 1640
FAU 164
1640
FAU 1625
FAU 1615
FAU 1520
FAU 1620
1560
STATE
FAIRGROUNDS
STATE HOSPITAL GROUNDS
SALEM GENERAL HOSP.
STATE MENTAL HOSPITAL
STATE PENITENTIARY
STATE HIGHWAY DIVISION
STATE POLICE
US ARMY RESERVE
US NAVY & MARINE CORPS
POST OFFICE ANNEX
HOOVER SCHOOL
HOOVER PARK
KROW RADIO
AUBURN SCHOOL
FOUR CORNERS
FOUR CORNERS SCHOOL
DRIVE IN THEATER
PACIFIC HIGHWAY
NO 1
SOUTHERN
PACIFIC
MILL
DITCH
CENTER
AUBURN
MONROE
HUDSON
ENGLEWOOD SCHOOL
WEDGEWOOD
KNOX
MIDWAY AVE
MAHRT AVE
BECK AVE
DURBIN AVE
LA BRANCH
JUVENILE DETENTION CENTER
HEALTH DEPT.
WASHINGTON SCHOOL
WALDO JUNIOR HIGH SCHOOL

1981 Santiam Safety Rest Area 9337
on the Pacific Hwy. approx. 15
mi. S. of Salem. (Sanitary Sewer)

C&A 7336 – 11/21/80

9337

SC          cc: OSHD([illegible]oulter)   **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## FINAL ACCEPTANCE REPORT

7-26-84

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Marion | DIVISION<br>Oregon |
| DATE OF REPORT<br>7/26/84 | REPORT MADE BY<br>W. Kappus, Area Engr. | | PROJECT NO.<br>I-5-4(89)241 |
| COMPLETION DATE (Actual)<br>7/5/83 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>10/4/83 | TIME ELAPSED<br>135 % | CONTRACT TIME<br>Specified Completion 12/31/81 |

LOCATION
Santiam Safety Rest Area

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

This project provided for the construction of a pressure sanitary sewer system and line from the existing Rest Area to the City of Jefferson, Oregon and for the correction of a portable water supply deficiency.

The total project cost overran by approximately 7.5%. This overrun resulted from increased A.C. quantities for paving, additional curb replacement and for "re-plumbing" to provide for independent utility of the pump stations. Liquidated damages in the amount of $3,750.00 were assessed for time overruns.

A final inspection of the completed project was made 4/20/82.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 2'84
REFER TO
Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Cy
8/3

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>W. H. Kappus   Original Signed By WILLIAM H. KAPPUS Area Engineer | SIGNATURE<br>G. K. Hossner   Original Signed By G. K. HOSSNER Field Operations Engineer |
| TITLE<br>Area Engineer   DATE 8/1/84 | TITLE<br>Field Operations Engineer   DATE 8/1/84 |

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

9337 F

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(93)241

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 10005

6. TO

4-9-84

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

copy PAR 8-1 Santiam

7. DATE AUTHORIZATION EFFECTIVE 4-9-84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Santiam Safety Rest Area

11. GENERAL DESCRIPTION OF WORK
Withdraw project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 3/23/84, I approve the withdrawal of the subject project.

RECEIVED
STATE HWY ENGR
APR 17 '84
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|

Orig to
4/18

14. DATE 4/9/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9337

F

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

DATE: March 23, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Withdrawal
Item No. 10005
Project No. IR-5-4(93)241
Santiam Safety Rest Area
Pacific Highway
Marion County

copy
PAR 8-1
Santiam

I request your approval to withdraw the subject project from the federal aid highway program since the work proposal under this project was subsequently preformed under Project No. I-5-4(89)241 by price agreement.

Enclosed are copies of a revised project agreement to withdraw the funds currently under project agreement.

CL:blz

cc: Jan Peterson
General Files

Form 734-3122

9337 5

November 21, 1983

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

COM 5
#9337

Gentlemen or Ladies:

A post-final payment for $20,250 will be made to Wildish Corvallis Construction Company on Contract No. 9337 for a sanitary sewer at the Santiam Safety Rest Area on the Pacific Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $357,120.26 including the post-final payment. Of the total, $11,766.91 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
C.O. Fredrickson

nig 9337

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(89)241

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-10-83

4. PROGRAM NO.

5. ITEM NO. 10005

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-28-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

SANTIAM SAFETY REST AREA

11. GENERAL DESCRIPTION OF WORK

Credit to Project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of November 8, 1983, I approve the credit in amount of $1,400; FF $1,291 to the subject project for two each Hydromatic C500, 5 HP effluent pumps (SFO #4).

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO
Potter
FOR

| Info | Instr | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
11/17

14. DATE 11-10-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9337

S

November 9, 1983

CON

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, Oregon 97401

**Second Time Extension Request**
Santiam Safety Rest Area
Contract No. 9337
FAP No. I-5-4(89)241

Your second request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 135 calendar days in which to complete phase "b" of the project due to the time during which work under Price Agreement No. 4 was arranged and performed. We concur with your request and a contract time adjustment of an additional 135 calendar days in which to complete phase "b" of this contract is granted.

This will eliminate all liquidated damages under phase "b" of this contract. There remains 25 days of liquidated damages under phase "a" of the contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb st

| | | |
|---|---|---|
| bc | H. S. Coulter | |
| | C. T. Keasey | |
| | C. O. Fredrickson | w/att. |
| | Jack Martin | w/att. |
| | FHWA | w/att. |
| | Bob Church | |

**STATE OF OREGON**

**INTEROFFICE MEMO**

**DATE:** September 21, 1983

**TO:** O. B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

**FROM:** G. W. Wimer Wimer 11-2-83
REGION 2 CONSTRUCTION ENGINEER

**SUBJECT:** Time Extension Request
Santiam Safety Rest Area
Contract #9337
624-1061

Wildish Corvallis Construction Co., by the attached formal request, asked for an additional 135 days on this fixed date contract without specifically indicating that it is for part (b). Also attached is a consent of their surety, Industrial Indemnity Co., and a September 1, 1983 letter from their Project Coordinator Walt Donovan which, as an attachment, details the "Chronological Listing: of the dates involved.

Project Manager Jack Martin, in his attached September 9, 1983, letter, clarifies that the original time extension dated June 4, 1982, eliminated 17 of the 42 excess days on part (a) and eliminated all of the 48 excess days on part (b), leaving 25 excess days on part (a) with liquidated damages totalling $3,750. He recommends granting of the 135 subsequent days on part (b), as this time was strictly involved in resolving the pump problem which is covered by Price Agreement #4.

This office concurs with Mr. Martin's recommendation. It still leaves in effect the 25 excess days on part (a) with its $3,750 of liquidated damages.

11-4-83

GW/clm

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 135 calender time extension due to work performed under P.A. 4.

cc: Jack Martin

OBJackmond

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CAE
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RECEIVED
NOV 3 1983
CONSTRUCTION SECTION
OM
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TC
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41.199.1987

9337

File

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

11-1-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Stach Const. Co.<br>No. 9431 | Shields Cr.-Muns Cr.<br>Douglas County | Oct. 3, 1983 |
| Wildish Corvallis Const.Co.<br>No. 9337 | Santiam Safety Rest Area<br>Marion County | Oct. 4, 1983 |
| Lundeen Coatings Corp.<br>No. 9625 | Santiam River Bridge NB<br>Marion & Linn Counties | Oct. 12, 1983 |
| R. L. Coats<br>No. 9487 | Bombing Range Rd.-Butter Creek (Unit 2)<br>Morrow County | Oct. 18, 1983 |
| Capitol Crushing Co.<br>No. 9656 | Antelope Rock Production<br>Wasco County | Oct. 19, 1983 |
| Cascade Const. Co.<br>No. 8921 | SE Powell Blvd.-SE Foster Rd.<br>Multnomah & Clackamas Counties | Oct. 21, 1983 |
| R. A. Gray & Co.<br>No. 9549 | Banfield Transitway (Portland)<br>Multnomah County | Oct. 24, 1983 |
| Don Haisch Const., Inc.<br>No. 9630 | Umatilla River (Hinkle) Bridge<br>Umatilla County | Oct. 28, 1983 |

November 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9337 5

October 17, 1983

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9337

Gentlemen or Ladies:

On October 7, 1983, we wrote to you concerning release of final payment on Contract No. 9337 awarded to Wildish Corvallis Construction Company for a sanitary sewer at the Santiam Safety Rest Area on the Pacific Highway in Marion County.

The total contract amount is $336,870.26. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Wildish Corvallis Construction Company
P. O. Box 987
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9337

3

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam Safety Rest Area

WEEK ENDING: September 10, 1983

SECTION PREFIX: 624-1061

HIGHWAY: Pacific

COUNTY: Marion

NAME OF JOB: Santiam Safety Rest Area

KIND OF WORK: Sanitary Sewer

CONTRACTOR: Wildish Corvallis Construction Co.

CONTRACT NUMBER: 9337

FEDERAL AID PROJECT NUMBER: I-5-4(89)241

DATE OF CONTRACT: 8-17-81

DATE WORK STARTED: 9-25-81

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $353,903.94

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $317,373.42

ENGINEERING AUTHORIZATION: $26,530.52

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $368,792.14

ENGINEERING COST TO DATE: $47,000.00

DATE PROJECT WAS COMPLETED: b. 7-5-83 PA5. 7-8-83

ESTIMATED PERCENT: OVERRUN . . . . . . . 16 %

PERCENT OF AUTHORIZATION . . . . . . 129 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
[illegible]
CONSTRUCTION
SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project complete.

Semi-final submitted.

SIGNED ______________ LOCATION ______________

PRIME RESIDENT SUBMIT 2 COPIES  WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9337

STATE COPY 5

|  |  |  |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>8-110 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Marion |
| PROJECT REPORT NUMBER |  | Project Number<br>I-5-4(89)241 |
| MODIFICATION NUMBER<br>3 | 8-19-83 |  |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19 , 19 81 , is hereby modified as follows:

|  | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 349,000.00 | $ 423,500.00 |
| Federal funds | $ 321,847.00 | $ 390,551.00 |
| Other revisions |  |  |

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~xxx For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 28, 1983

Federal-Aid Project No. I-5-4(89)241

Santiam Safety Rest Area
Pacific Highway
Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Comfort & Convenience Facilities (Sanitary Sewer)

| | |
|---|---|
| Subtotal of previous estimate of May 16, 1983 | $ 311,478.50 |

Additional Items

| | | |
|---|---|---|
| Aeration Equipment (P.A. #3) | All Required | $ 2,897.00 |
| Pumps (P.A. #4) | All Required | 3,390.00 |
| Alarm System (P.A. #4) | All Required | 2,370.00 |
| Septic Tanks (P.A. #5) | All Required | 48,076.60 |
| Adj. & Repair Irrigation Line (E.W.O. #1) | All Required | 1,883.14 |
| | | $ 58,616.74 |

| | |
|---|---|
| Increase | $ 58,616.74 |
| Subtotal | $ 370,095.24 |
| Engineering | 53,404.76 |
| Total | $ 423,500.00 |

| | |
|---|---|
| Length of Project | 0.0 mi. |

| | |
|---|---|
| Federal Funds | $ 390,551.00 |
| State Funds | 32,949.00 |
| Total | $ 423,500.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9337 |
| Prefix: | 622-1902B |
| Prefix: | 624-1061 |

9337

STATE COPY 8

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 5-173

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-17-83

State: Oregon

County: Marion

Project Number: I-5-4(89)241

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1981, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 354,000.00 | $ 358,200.00 |
| Federal funds | $ 326,458.00 | $ 330,332.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of May, 1983.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Henry C. Potter

Manager, Program Section
*(Title)*

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 16, 1983

Federal-Aid Project
No. I-5-4(89)241

Santiam Safety Rest Area
Pacific Highway
Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Comfort & Convenience Facilities (Sanitary Sewer)

| | |
|---|---|
| Subtotal of previous estimate June 21, 1982 | $ 311,478.50 |
| Subtotal | $ 311,478.50 |
| Engineering | 46,721.50 |
| Total | $ 358,200.00 |

Length of Project -------- 0.0 mile

| | |
|---|---|
| Federal Funds------------- | $ 330,332.00 |
| State Funds -------------- | 27,868.00 |
| Total | $ 358,200.00 |

| | |
|---|---|
| Group 1 | 100% |
| Cont. No. | 9337 |
| Prefix: | 622-1902B |
| Prefix: | 624-1061 |

:9337

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>10-83 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Marion |
| MODIFICATION NUMBER<br>3 | October 8, 1982 | Project Number<br>I-5-4(89)241 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19 , 19 81 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $349,000.00 | $354,000.00 |
| Federal funds | $321,847.00 | $326,458.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 th day of October , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By DH Woching

Program Management Engineer
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 7, 1982

Federal-Aid Project
No. I-5-4(89)241

Santiam Safety Rest Area
Pacific Highway
Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Comfort & Convenience Facilities (Sanitary Sewer)

Subtotal of previous estimate June 21, 1982

| | |
|---|---|
| All Required | $ 311,478.50 |
| SUBTOTAL | $ 311,478.50 |
| Engineering | 42,521.50 |
| TOTAL | $ 354,000.00 |

Length of Project----------------- 0.0 mile

| | |
|---|---|
| Federal Funds -------------------- | $ 326,458.00 |
| State Funds ---------------------- | 27,542.00 |
| TOTAL | $ 354,000.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9337 |
| Prefix: | 622-1902B |
| Prefix: | 624-1061 |

9337

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>6-203 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County<br>Marion |
| MODIFICATION NUMBER<br>2 | June 23, 1982 | Project Number<br>I-5-4(89)241 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 335,991.00 | $ 349,000.00 |
| Federal funds | $ 309,850.00 | $ 321,847.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of June, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 21, 1982

Federal-Aid Project
No. I-5-4(89)241

Santiam Safety Rest Area
Pacific Highway
Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Comfort & Convenience Facilities (Sanitary Sewer)

| | | |
|---|---|---|
| Subtotal of previous estimate August 13, 1981 | | $300,478.50 |
| **Additional Items** | | |
| Sewer Service Connection Fee (S.F.O. #3) | All Required | $ 11,000.00 |
| | | $ 11,000.00 |
| | Increase | $ 11,000.00 |
| | Subtotal | $311,478.50 |
| | Engineering | 37,521.50 |
| | TOTAL | $349,000.00 |

| | |
|---|---|
| Length of Project | 0.0 mile |
| Federal Funds | $321,847.00 |
| State Funds | 27,153.00 |
| TOTAL | $349,000.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9337 |
| Prefix: | 622-1902B |
| Prefix: | 624-1061 |

9337

L.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>5-118 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Marion |
| MODIFICATION NUMBER<br>1 | 5-17-82 | Project Number<br>I-5-4(89)241 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 19, 1981, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 298,572.00 | $ 335,991.00 |
| Federal funds | $ 275,343.00 | $ 309,850.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway D[illegible]ision
Salem, Oregon May 12, 1982

Federal-Aid Project
No. I-5-4(89)241

Santiam Safety Rest Area
Pacific Highway
Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Comfort & Convenience Facilities (Sanitary Sewer)

Subtotal of previous estimate of August 13, 1982 $ 263,059.40

### Previous Estimate

| | | | |
|---|---|---|---|
| Flagman | 250 Hr. | 22.00 | $ 5,500.00 |
| Aggregate Base | 300 Ton | 13.90 | 4,170.00 |
| Class "B" or "C" Asphalt Conc. | 155 Ton | 42.00 | 6,510.00 |
| Installing Pipe Under Highway | 320 Lin. Ft. | 90.00 | 28,800.00 |
| Concrete Curbs | 300 Lin. Ft. | 9.20 | 2,760.00 |
| | | | $ 47,740.00 |

### Revised Estimate

| | | | |
|---|---|---|---|
| Flagman | 337 Hr. | 22.00 | $ 7,414.00 |
| Aggregate Base | 490 Ton | 13.90 | 6,811.00 |
| Class "B" or "C" Asphalt Conc. | 267 Ton | 42.00 | 11,214.00 |
| Installing Pipe Under Highway | 380 Lin. Ft. | 90.00 | 34,200.00 |
| Concrete Curbs | 525 Lin. Ft. | 9.20 | 4,830.00 |
| Modify Pump Station (PA #1) | 2 Each | 1,093.00 | 2,186.00 |
| 4-inch C I Pipe (PA #1) | 300 Lin. Ft. | 14.35 | 4,305.00 |
| Bore Pipe Under Jeff Hwy. (PA #1) | 46 Lin. Ft. | 130.00 | 5,980.00 |
| Granular Pit Run (PA #2) | 370 Cu. Yd. | 8.70 | 3,219.00 |
| Raise Pump Station (EWO #2) | | All Required | 5,000.00 |
| | | | $ 85,159.00 |
| | | Increase | 37,419.00 |
| | | SUBTOTAL | 300,478.40 |
| | | Engineering | 35,512.60 |
| | | TOTAL | $ 335,991.00 |

Length of Project -------------- 0.0 mile

| | |
|---|---|
| Federal Funds ------------------ | $309,850.00 |
| State Funds -------------------- | 26,141.00 |
| TOTAL | $335,991.00 |

Group 1 100%
Contract No. 9337
Prefix: 622-1902B
Prefix: 624-1061

9337

STATE COPY L,

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>8-116 | **U.S. DEPARTMENT OF TRANSPORTATION**<br>**FEDERAL HIGHWAY ADMINISTRATION**<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-19-81 | STATE<br>Oregon<br>COUNTY<br>Marion<br>PROJECT NO.<br>I-5-4(89)241 |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Santiam Safety Rest Area

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-1-81 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 92.22%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 298,572.00 | $ 275,343.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XXX For; H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 19 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Federal Aid Project
No. I-5-4(89)241

Oregon State Highway Division
Salem, Oregon, August 13, 1981

Santiam Safety Rest Area
Pacific Highway
Marion County

Project Agreement Estimate

Type Code Y022
Comfort & Convenience Facilities (Sanitary Sewer)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 23,840.00 |
| Temporary Protection and Direction of Traffic | All Required | | 460.00 |
| Temporary Signs | 394 Sq. Ft. | 2.85 | 1,122.90 |
| Temporary Barricades | 8 Each | 60.00 | 480.00 |
| Flagmen | 250 Hour | 22.00 | 5,500.00 |
| Earthwork | All Required | | 3,890.00 |
| Trench Excavation | 2,140 Cu. Yd. | 0.50 | 1,070.00 |
| Furnishing and Placing Topsoil | 116 Cu. Yd. | 12.00 | 1,392.00 |
| Aggregate Base | 300 Ton | 13.90 | 4,170.00 |
| Class "B" or Class "C" Asphalt Concrete | 155 Ton | 42.00 | 6,510.00 |
| 8-inch Concrete Pipe | 60 Lin. Ft. | 22.90 | 1,374.00 |
| 8-inch Steel Conduit | 725 Lin. Ft. | 20.00 | 14,500.00 |
| Extra for Pipe Under Pavement | 540 Lin. Ft. | 5.30 | 2,862.00 |
| Installing Pipe Under Highway | 320 Lin. Ft. | 90.00 | 28,800.00 |
| Concrete Curbs | 300 Lin. Ft. | 9.20 | 2,760.00 |
| Drainage Curbs | 250 Lin. Ft. | 3.15 | 787.50 |
| Pump Station Concrete Sumps | 2 Each | 7,800.00 | 15,600.00 |
| Pump Station Equipment | 2 Each | 14,150.00 | 28,300.00 |
| Sewage Aeration Station | 1 Each | 9,200.00 | 9,200.00 |
| 3-inch Plastic Pressure Sewer | 14,300 Lin. Ft. | 3.05 | 43,615.00 |
| 3-inch Insulated Steel Sewer | 100 Lin. Ft. | 46.00 | 4,600.00 |
| 4-inch Gravity Sewer | 560 Lin. Ft. | 10.00 | 5,600.00 |
| 10-inch PVC Gravity Sewer | 750 Lin. Ft. | 16.10 | 12,075.00 |
| Bedding Material | 480 Cu. Yd. | 8.65 | 4,152.00 |
| Aggregate Backfill | 550 Cu. Yd. | 15.40 | 8,470.00 |
| Concrete Manholes | 3 Each | 1,550.00 | 4,650.00 |
| Chlorination Buildings Modifications | All Required | | 1,150.00 |
| 3/4-inch PVC Washdown Water Supply Pipe | 1,000 Lin. Ft. | 2.30 | 2,300.00 |
| 2-inch PVC Potable Water Pipe | 730 Lin. Ft. | 2.30 | 1,679.00 |
| 3,000 Gallon Septic Tanks | 2 Each | 5,500.00 | 11,000.00 |
| Sanitary Station, Northbound | 1 Each | 1,725.00 | 1,725.00 |
| Sanitary Station, Southbound | 1 Each | 1,725.00 | 1,725.00 |
| Electrical Distribution System | All Required | | 7,000.00 |
| | | | $262,359.40 |

| | | |
|---|---|---|
| Anticipated Items | | |
| Roadside Seeding & Mulching | All Required | $ 700.00 |
| | | $ 700.00 |
| | Subtotal | $263,059.40 |
| | Engineering | 35,512.60 |
| | Total | $298,572.00 |
| Work Retain in Program Status | | |
| Pacific Northwest Bell | All Required | $ 5,000.00 |
| Adjust Sprinkler System (EW) | All Required | 2,000.00 |
| Trench Repair (EW) | All Required | 4,000.00 |
| Adjust Wood Fence (EW) | All Required | 1,000.00 |
| | | $ 12,000.00 |

| | |
|---|---|
| Length of Project ........................ | 0.00 mile |
| Federal Funds (92.22%) .................. | $275,343 |
| State Funds .............................. | 23,229 |
| Total | $298,572 |

Group 1 100%
Contract No. 9337
Prefix: 622-1902B
Prefix: 622-1061

Oregon State Highway Division
Salem, Oregon, August 13, 1981

Federal Aid Project
No. I-5-4(89)241

Santiam Safety Rest Area
(non-participating-State Work)

| | | | |
|---|---|---|---|
| Furnishing and Installing Mailbox Posts | 24 each | 98.00 | $ 2,352.00 |

9337

S

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HIGHWAY DIVISION**

IN REPLY REFER TO
FILE NO.:

AGENDA CON
JUL 19 1983

1A 3 (h)

DATE: July 6, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Santiam Safety Rest Area Section
Pacific Highway, Marion County
Contract No. 9337

This federal-aid sanitary sewer construction project is nearing completion and it now appears that the final cost will exceed the project authorization by $64,000 or 18.1 percent. This is the second authorization increase requested on this project.

The pumping system on the project was constructed as designed but failed to operate as expected. A revised system using two 2-horsepower pumps in place of one 5-horsepower pump was installed by Price Agreement and appears to be adequate. This revision added $5,760 to the cost of the project.

Over-accumulation of sludge from the existing septic tanks and the increased frequency of pumping required due to the increased loading on the system necessitated the installation of a larger septic tank for each area. This extra work added more than $48,000 to the cost of this project.

The balance of the overrun requested consists of construction engineering required to cope with the added contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $64,000 to a new total of $417,903.94. This matter will be on the consent calendar for the July 19 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: June 13, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Santiam Safety Rest Area Section
Pacific Highway, Marion County
Contract No. 9337

This federal-aid sanitary sewer construction project is nearing completion and it now appears that the final cost will exceed the project authorization by $64,000.00 or 18.1 percent. This is the second authorization increase requested on this project.

The pumping system on the project was constructed as designed but failed to operate as expected. A revised system using two 2-horsepower pumps in place of one 5-horsepower pump was installed by Price Agreement and appears to be adequate. This revision added $5,760.00 to the cost of the project.

Over-accumulation of sludge from the existing septic tanks and the increased frequency of pumping required due to the increased loading on the system necessitated the installation of a larger septic tank for each area. This extra work added more than $48,000.00 to the cost of this project.

The balance of the overrun requested consists of construction engineering required to cope with the added contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $64,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
J. M. Martin
R. D. Church
D. E. Swan

Form E-371 (Rev. 10-66)

2ND REQUEST

OREGON STATE HIGHWAY DEPARTMENT

# Expected Overrun of Project Authorization

Project Santiam Safety Rest Area
Date June 3, 1983
Highway Pacific
Contract No. 9337
County Marion
Kind of Work Sanitary Sewer
Contractor Wildish Corvallis Const. Co.

| | Authorized | Estimated | |
|---|---|---|---|
| Contract Amount | 275,136.93 | 275,136.93 | |
| Anticipated Items | 7,213.41 | 7,213.41 | |
| Contingency (4½%) | 38,773.08 | 90,191.80 | |
| Engineering | 36,530.52 | 49,111.80 ~~49,000.00~~ | |
| Credits | (-) 3,750.00 | (-) 3,750.00 | |
| PROJECT COST | 353,903.94 | 417,903.94 ~~417,792.14~~ | |
| NET INCREASE $ | | 64,000.00 ~~63,888.20~~ | 18.08% |

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

| (Indicate whether contract (C), anticipated (A), or unanticipated (U).<br>(List all unanticipated items) | Expected Amount | Net Change |
|---|---|---|
| P.A. # 4 (U) Substitute 2 HP pumps for 5 HP pumps | 0 | + 5,760.00 |
| P.A. # 5 (U) Install 2, 12,000 Gal. Septic Tanks | 0 | + 48,076.60 |

Principal reasons for overruns (Continue on reverse side): Additional contract work.

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Kenneth D. Karnosh
Resident Engineer
neth D. Karnosh for J. M. Martin

Confirmed by
Division Engineer

Noted by D. M. Jackmond
For Construction ~~or Bridge~~ Engineer

Noted by
~~Deputy or~~ State Highway Engineer

SP*23768-734

9337

D

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Region II Engineer

DATE: March 9, 1983 CON 5
9337

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Sewage Disposal System Additions
Santiam Safety Rest Area
Pacific Highway (I-5)
Marion County
BR 9194B CON 9337

Attached are reduced-size prints of Drawings 38180, L-1008, 2050 and 2050A. These drawings are required to add larger septic tanks to the sewage system. These additions were initiated by the field, and they have been consulted on this change. FHWA approval has not been obtained by this office. I anticipate that the project authorization will have to be increased. A cost estimate is attached.

The project manager believes that this addition should be bid through a General Services contract instead of negotiated under Contract 9337.

JSH:jrb

Attachment

cc: E. S. Hunter /w/ 1 set
C. T. Keasey /w/ 1 set
Jack Martin /w/ 10 full-size sets
FHWA /w/ 2 sets - Please return 1 set with your approval noted

RECEIVED
TECHNICAL SERVICES
MAR 10 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Contains Recycled Materials
81-125-1387

B

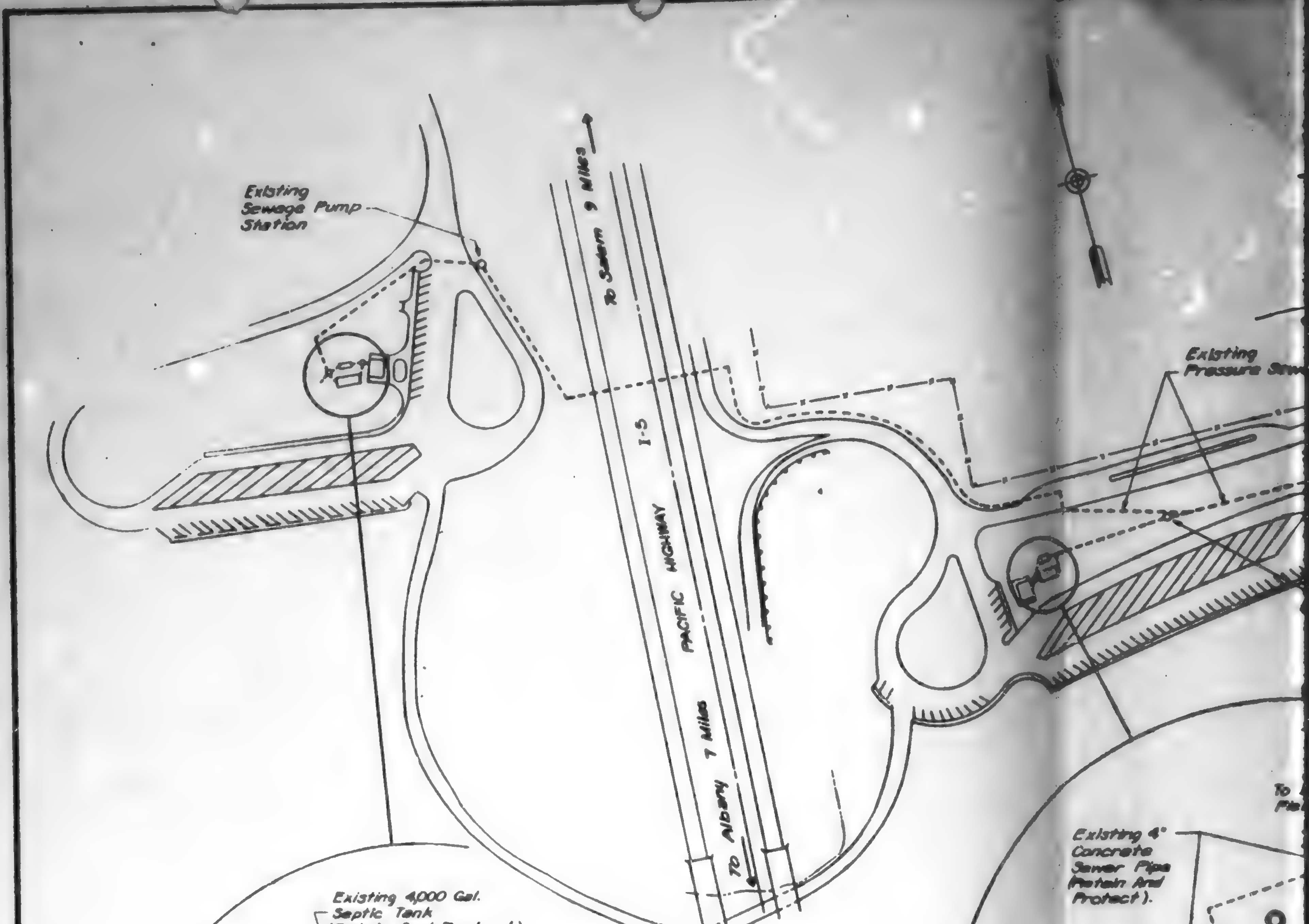
# OREGON DEPARTMENT OF TRANSPORTATION
## BRIDGE DESIGN SECTION

## Sewage Disposal System Additions
## Santiam Safety Rest Area - Bridge 9194B

## ENGINEER'S COST ESTIMATE

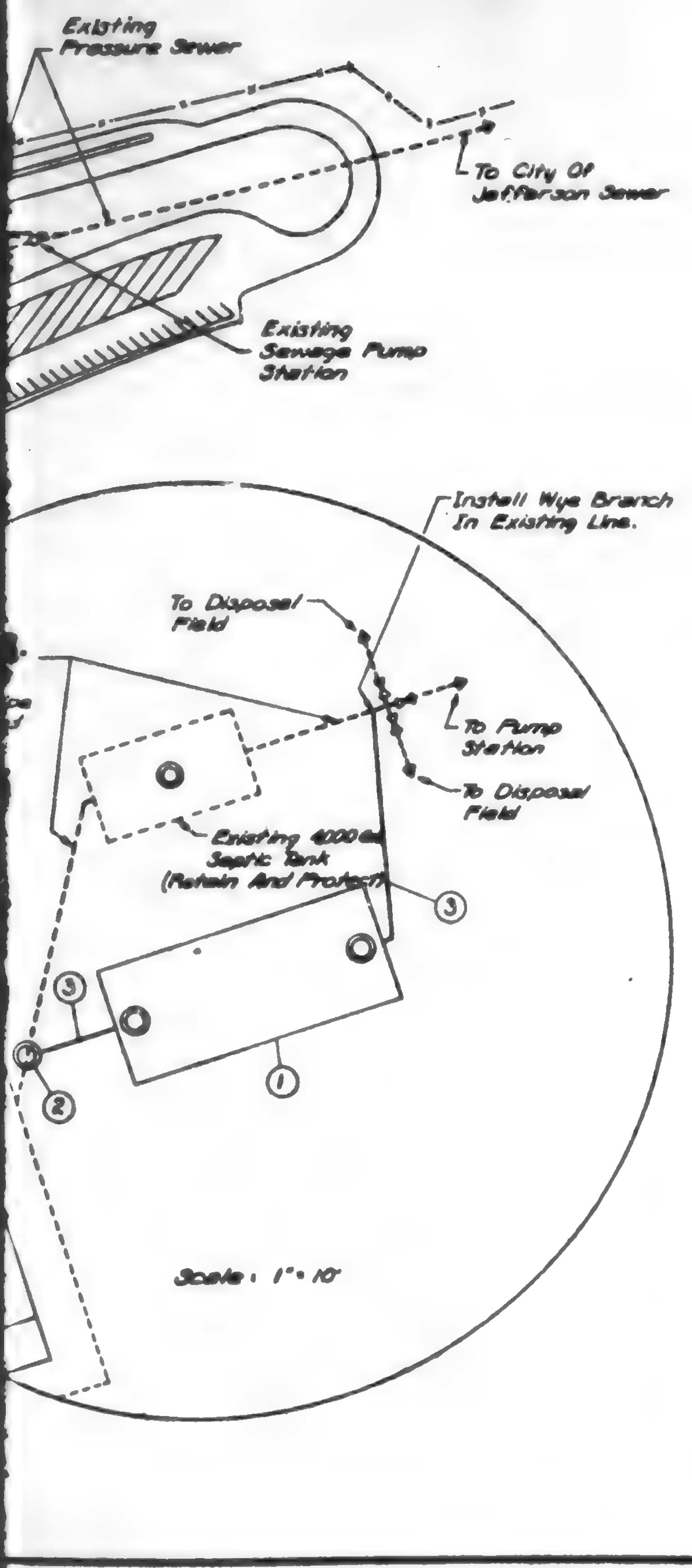
| ITEM | QUANTITY | UNITS | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|---|
| 4-Inch Gravity Sewer | 70 | Lin.Ft. | $ 10 | $ 700 |
| Concrete Manholes | 2 | Each | 1,400 | 2,800 |
| 12,000-Gallon Septic Tanks | 2 | Each | 15,000 | 30,000 |
| | | Subtotal | | $33,500 |
| | | +20% Engineering & Contingencies | | 6,700 |
| | | TOTAL | | $40,200 |

JSH:jrb
3-9-83


Existing Sewage Pump Station
To Salem 9 Miles
I-5
PACIFIC HIGHWAY
To Albany 7 Miles
Existing Pressure
Existing 4,000 Gal. Septic Tank (Retain And Protect).
Existing 4" Concrete Sewer Pipe (Retain And Protect).
To Pump Station
Existing Distribution Box
To Disposal Field
Existing Toilet Building
②
③
③
①
Scale: 1" = 10'
Existing 4" Concrete Sewer Pipe (Retain And Protect).
③
②
Existing Toilet Building

SANTIAM SAFETY REST AREA

Scale: 1" = 100'


Existing Pressure Sewer
To City Of Jefferson Sewer
Existing Sewage Pump Station
Install Wye Branch In Existing Line.
To Disposal Field
To Pump Station
To Disposal Field
Existing 4000 Gal Septic Tank (Retain And Protect)
3
3
1
2
Scale: 1" = 10'

## SPECIFICATIONS

The General Provisions of the Standard Specifications for Highway Construction, 1974 edition, are supplemented by the following special provisions.

### SECTION 603 - CULVERTS, SIPHONS, SEWERS AND IRRIGATION PIPE

The gravity sanitary sewer shall be constructed in conformance with Section 603 of the Standard Specifications supplemented and/or modified as follows:

#### Payment

603.01 General - No separate or additional payment will be made for the excavation, backfill, and other miscellaneous items used in the construction of the sewer pipe, as payment therefor will be considered incidental to and included in payment for the pipe. Payment for construction of the sewer will be made at the contract unit price for the following pay items:

| Item | Unit of Measurement | Estimated Quantity |
|---|---|---|
| 4-inch Gravity Sewer | Lin.Ft. | 78 Lin.Ft. |

### SECTION 604 - MANHOLES AND INLETS

The manholes and septic tanks shall be constructed in conformance with Section 604 of the Standard Specifications supplemented and/or modified as follows:

#### Materials

713.04 Metal Frames, Covers, Grates and Other Metals - The manhole cover for the septic tanks shall be held in place with four 1/2-inch bronze capscrews, instead of the frog-and-lug system shown on drawing No. L-1008. The watertightness and dimensions of the frame and cover shall be the same as indicated on the drawing, and shall weigh about 375 pounds.

#### Payment

604.01 General - The pay items are as follows:

| Item | Unit of Measurement | Estimated Quantity |
|---|---|---|
| Concrete Manholes | Each | 2 |
| 12,000 Gallon Septic Tanks | Each | 2 |

### WORK ITEMS

① CONSTRUCT 12,000 GALLON SEPTIC TANK - 2 (TOTAL)
SPECIFIC LOCATION AND ELEVATIONS PER ENGINEER
FOR DETAILS, SEE DWG. NO. L-1008

② CONSTRUCT CONCRETE MANHOLE - 2 (TOTAL)
SPECIFIC LOCATION AND ELEVATION PER ENGINEER
FOR DETAILS, SEE DWG. NOS. 2050 & 2050A

③ CONSTRUCT 4" CLASS 2 CONCRETE SEWER - 78' (TOTAL)
SPECIFIC LOCATION AND GRADE (2% MIN.) PER ENGINEER

APPROVED: Mark [illegible] P.E.
BRIDGE ENGINEER
P.E.
ASST STATE HIGHWAY ENGINEER
DESIGNED: J.J. Hansen
DRAWN: Guerrero
CHECKED: K.B.J.
REVIEWED: [illegible]
REVIEWED: JRB 2-25-83
CALC. BOOK: 1335

| DATE | REVISION |
|---|---|
| | |
| | |
| | |
| | |
| | |

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

SANTIAM SAFETY REST AREA
PACIFIC HIGHWAY (I-5)
MARION COUNTY

PLOT PLAN

ACCOMPANIED BY DWGS. L-1008, 2050 and 2050A

DATE: FEB. 1983
SHEET 1 OF 1
BRIDGE NO. 9194 B
DRAWING NO. 38180

## GENERAL NOTES

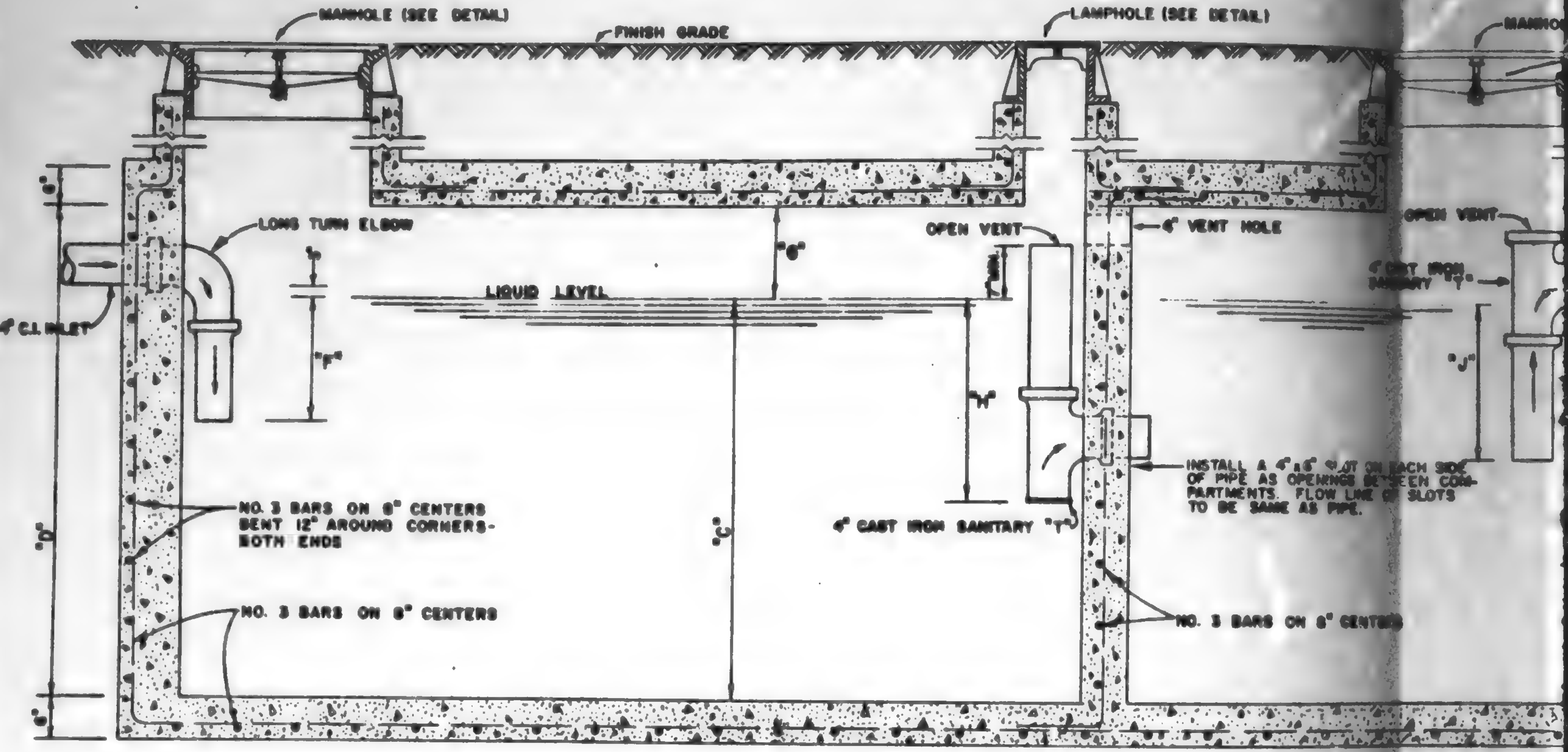
SEE SPECIFICATIONS OR PLOT PLAN F[illegible]IZE OF SEPTIC TANK.

CEMENT & AGGREGATES SHALL BE PROPORTIONED TO OBTAIN A CONCRETE DEVELOPING A COMPRESSIVE STRENGTH OF APPROX. 2,500 LBS. PER SQ. INCH IN 28 DAYS.

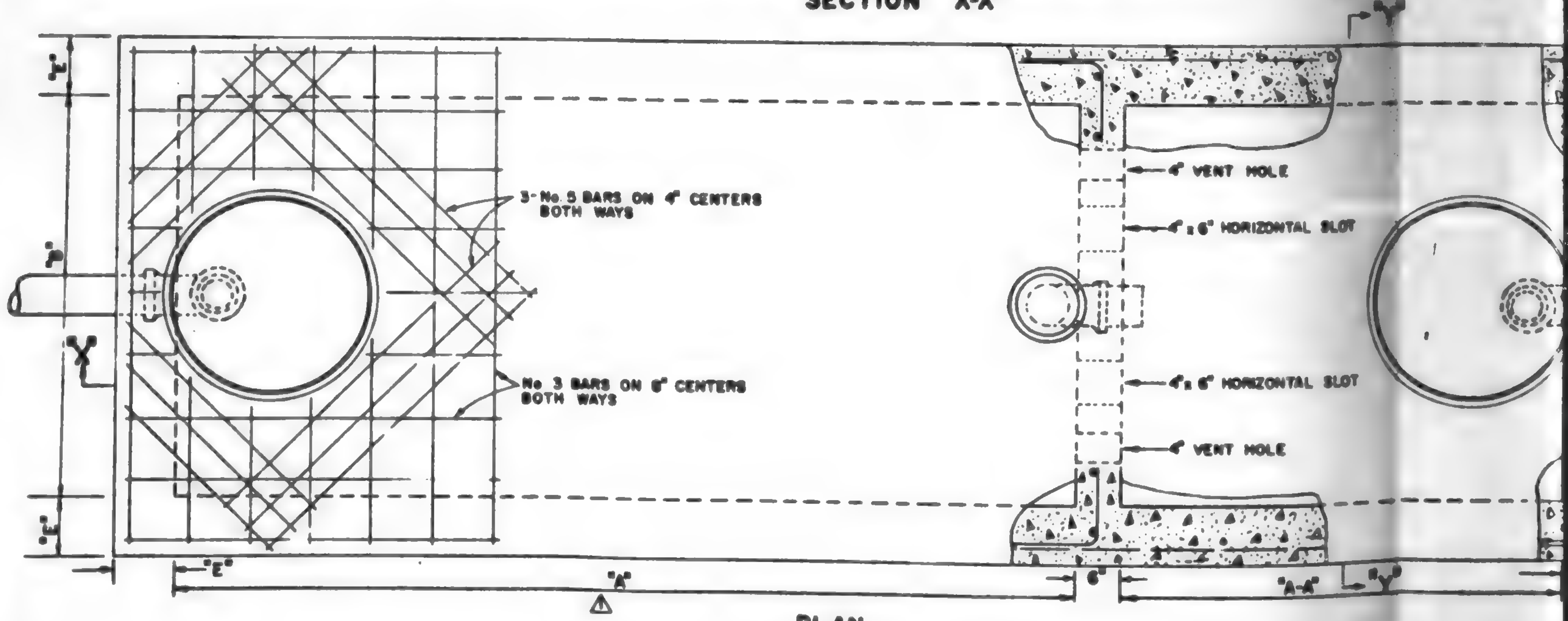
ALL REINFORCING SHALL BE INTERMEDIATE GRADE DEFORMED BARS.

ALL 4" CAST IRON SEWER PIPE SHALL CONFORM TO ASTM A 74.

NOTE:


MANHOLE (SEE DETAIL)
FINISH GRADE
LAMPHOLE (SEE DETAIL)
MANHO
LONG TURN ELBOW
OPEN VENT
4" VENT HOLE
OPEN VENT
4" CAST IRON SANITARY "T"
"G"
LIQUID LEVEL
4" C.I. INLET
"F"
"H"
"J"
"D"
"C"
6"
INSTALL A 4"x6" SLOT ON EACH SIDE OF PIPE AS OPENINGS BETWEEN COMPARTMENTS. FLOW LINE OF SLOTS TO BE SAME AS PIPE.
NO. 3 BARS ON 6" CENTERS BENT 12" AROUND CORNERS-BOTH ENDS
4" CAST IRON SANITARY "T"
NO. 3 BARS ON 6" CENTERS
NO. 3 BARS ON 6" CENTERS

SECTION "X-X"

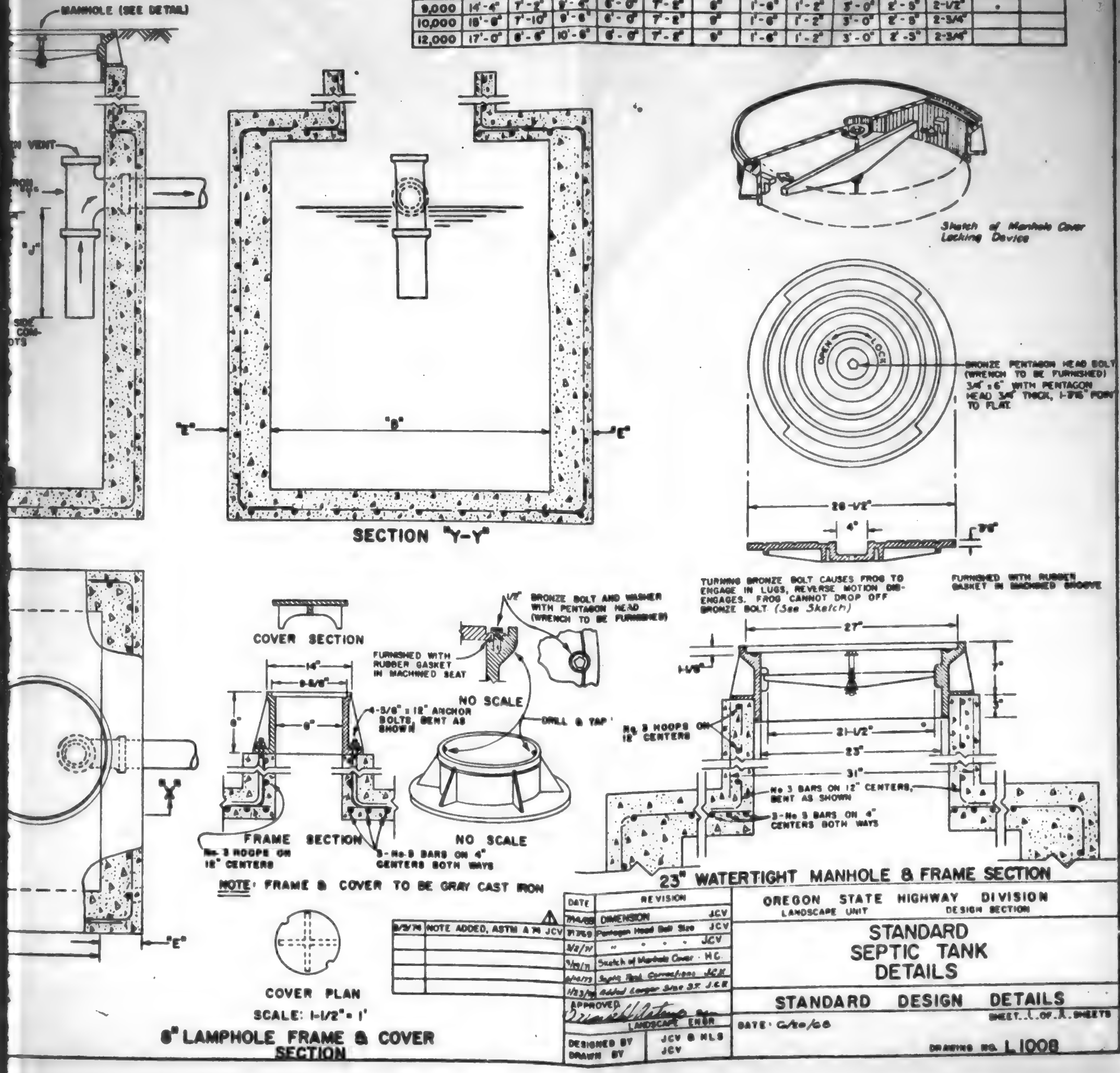

"Y"
"I"
"P"
X
3-No. 5 BARS ON 4" CENTERS BOTH WAYS
No. 3 BARS ON 6" CENTERS BOTH WAYS
4" VENT HOLE
4" x 6" HORIZONTAL SLOT
4" x 6" HORIZONTAL SLOT
4" VENT HOLE
"I"
"E"
"A"
6"
"A-A"
"Y"

PLAN

NOTE: ALL DETAILS SHALL MEET THE REQUIREMENTS OF THE OREGON STATE BOARD OF HEALTH.

## SPECIFICATIONS

| GALLONS CAPACITY | LENGTH OF FIRST COMP. | LENGTH OF SECOND COMP. | WIDTH | LIQUID DEPTH | TANK DEPTH | WALL THICKNESS | DEPTH OF INLET | AIRSPACE ABOVE LIQUID LEVEL | DEPTH OF CENTER OUTLET | DEPTH OF TANK OUTLET | STEEL-CLEARANCE FROM FACE OF CONC. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIZE | "A" | "A-A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "J" | | | |
| 1,000 | 5'-6" | 2'-10" | 4'-0" | 4'-0" | 5'-0" | 6" | 1'-0" | 1'-0" | 2'-0" | 1'-7" | 1-1/2" | | |
| 1,500 | 6'-6" | 3'-4" | 4'-6" | 4'-6" | 5'-6" | 6" | 1'-2" | 1'-0" | 2'-3" | 1'-9" | 1-1/2" | | |
| 2,000 | 7'-4" | 3'-8" | 5'-0" | 5'-0" | 6'-0" | 6" | 1'-3" | 1'-0" | 2'-6" | 2'-0" | 1-1/2" | | |
| 3,000 | 9'-0" | 4'-6" | 6'-0" | 5'-0" | 6'-0 | 6" | 1'-3" | 1'-0" | 2'-6" | 2'-0" | 1-1/2" | | |
| 4,000 | 9'-4" | 4'-8" | 7'-0" | 5'-6" | 6'-7" | 6" | 1'-4" | 1'-1" | 2'-9" | 2'-2" | 2-0" | | |
| 5,000 | 10'-0" | 5'-0" | 7'-6" | 6'-0" | 7'-2" | 8" | 1'-6" | 1'-2" | 3'-0" | 2'-5" | 2-1/2" | | |
| 6,000 | 11'-6" | 5'-9" | 7'-9" | 6'-0" | 7'-2" | 8" | 1'-6" | 1'-2" | 3'-0" | 2'-5" | 2-1/2" | | |
| 7,000 | 12'-4" | 6'-2" | 8'-6" | 6'-0" | 7'-2" | 8" | 1'-6" | 1'-2" | 3'-0" | 2'-5" | 2-1/2" | | |
| 8,000 | 14'-0" | 7'-0" | 8'-6" | 6'-0" | 7'-2" | 8" | 1'-6" | 1'-2" | 3'-0" | 2'-5" | 2-1/2" | | |
| 9,000 | 14'-4" | 7'-2" | 9'-4" | 6'-0" | 7'-2" | 8" | 1'-6" | 1'-2" | 3'-0" | 2'-5" | 2-1/2" | | |
| 10,000 | 15'-8" | 7'-10" | 9'-6" | 6'-0" | 7'-2" | 9" | 1'-6" | 1'-2" | 3'-0" | 2'-5" | 2-3/4" | | |
| 12,000 | 17'-0" | 8'-6" | 10'-6" | 6'-0" | 7'-2" | 9" | 1'-6" | 1'-2" | 3'-0" | 2'-5" | 2-3/4" | | |


MANHOLE (SEE DETAIL)
VENT
"J"
SIDE
COMP.
"E"
"B"
"E"
SECTION "Y-Y"
Y
Sketch of Manhole Cover Locking Device
OPEN
LOCK
BRONZE PENTAGON HEAD BOLT (WRENCH TO BE FURNISHED) 3/4" x 6" WITH PENTAGON HEAD 3/4" THICK, 1-7/16" POINT TO FLAT
26-1/2"
4"
3/8"
COVER SECTION
14"
9-5/8"
6"
8"
4-5/8" x 12" ANCHOR BOLTS, BENT AS SHOWN
FRAME SECTION
No. 3 HOOPS ON 12" CENTERS
3-No. 5 BARS ON 4" CENTERS BOTH WAYS
1/2" BRONZE BOLT AND WASHER WITH PENTAGON HEAD (WRENCH TO BE FURNISHED)
FURNISHED WITH RUBBER GASKET IN MACHINED SEAT
NO SCALE
DRILL & TAP
NO SCALE
TURNING BRONZE BOLT CAUSES FROG TO ENGAGE IN LUGS, REVERSE MOTION DISENGAGES. FROG CANNOT DROP OFF BRONZE BOLT (See Sketch)
FURNISHED WITH RUBBER GASKET IN MACHINED GROOVE
27"
1-1/8"
7"
5"
No. 3 HOOPS ON 12" CENTERS
21-1/2"
23"
31"
No 3 BARS ON 12" CENTERS, BENT AS SHOWN
3-No 5 BARS ON 4" CENTERS BOTH WAYS
COVER PLAN

NOTE: FRAME & COVER TO BE GRAY CAST IRON

SCALE: 1-1/2" = 1'

**8" LAMPHOLE FRAME & COVER SECTION**

**23" WATERTIGHT MANHOLE & FRAME SECTION**

| | | |
|---|---|---|
| 8/2/74 | NOTE ADDED, ASTM A 74 | JCV |
| | | |
| | | |
| | | |
| | | |
| | | |

| DATE | REVISION | |
|---|---|---|
| 7/14/69 | DIMENSION | JCV |
| 7/17/69 | Pentagon Head Bolt Size | JCV |
| 3/2/71 | " " " | JCV |
| 9/10/71 | Sketch of Manhole Cover | H.C. |
| 6/10/73 | Septic Tank Corrections | JCK |
| 1/23/74 | Added Larger Size S.T. | J.C.R |

APPROVED
[illegible]
LANDSCAPE ENGR.

DESIGNED BY JCV & NLS
DRAWN BY JCV

OREGON STATE HIGHWAY DIVISION
LANDSCAPE UNIT
DESIGN SECTION

# STANDARD SEPTIC TANK DETAILS

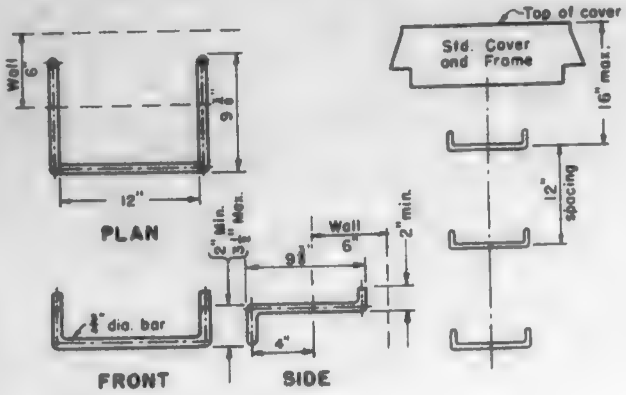
## STANDARD DESIGN DETAILS

DATE: 6/20/68

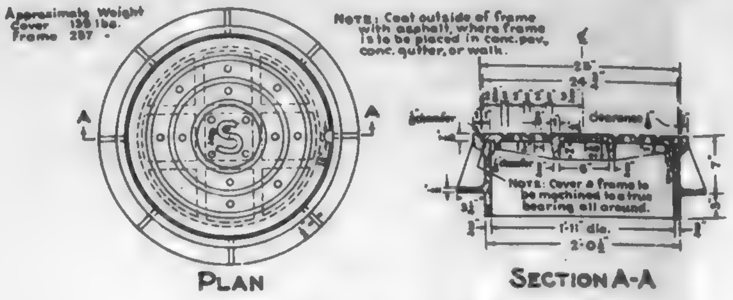
SHEET 1 OF 2 SHEETS

DRAWING NO. L1008

## STEPS

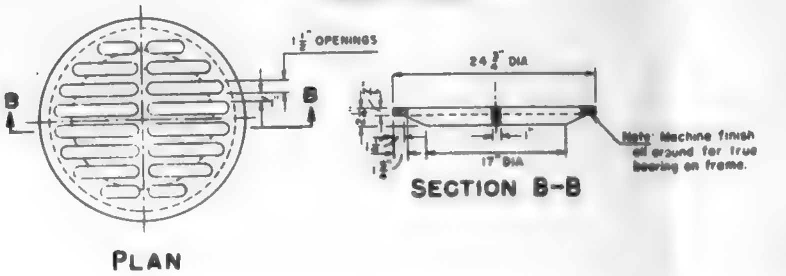

Wall
6"
9⅛"
12"
PLAN
Top of cover
Std. Cover and Frame
16" max.
12" spacing
¾" dia. bar
FRONT
2" Min.
3½" Max.
9⅞"
Wall
6"
2" min.
4"
SIDE

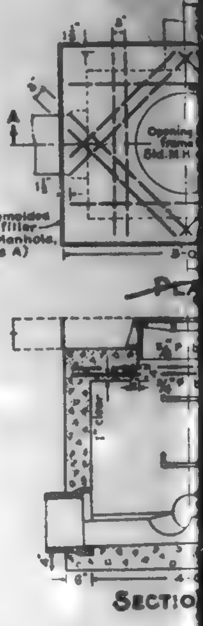
## STANDARD MANHOLE COVER & FRAME


Approximate Weight
Cover 135 lbs.
Frame 287 "
A
A
PLAN
NOTE: Coat outside of frame with asphalt, where frame is to be placed in conc. pav., conc. gutter, or walk.
25"
24¾"
Clearance
chamfer
NOTE: Cover & frame to be machined to a true bearing all around.
7"
1'-11" dia.
2'-0½"
SECTION A-A

## MANHOLE GRATE

FOR USE WITH STANDARD MANHOLE FRAME

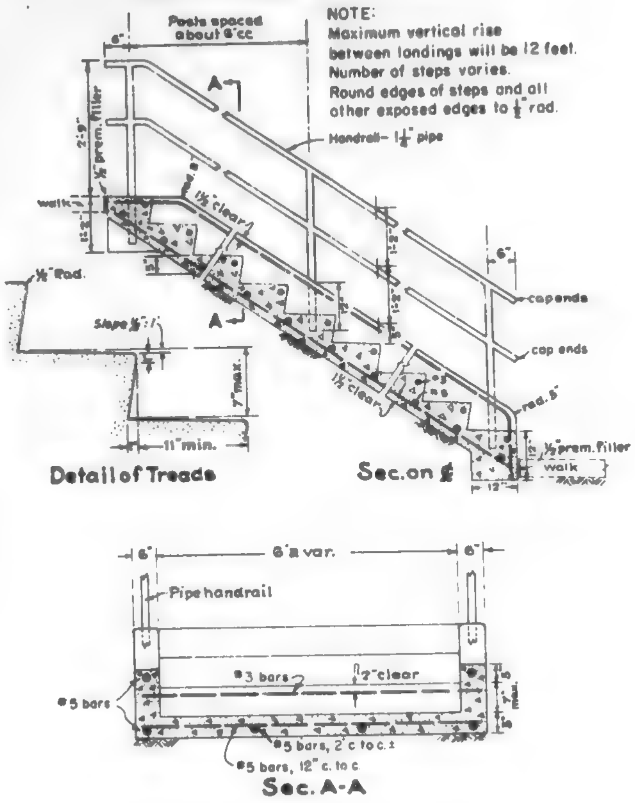

1½" OPENINGS
B
B
PLAN
24¾" DIA
17" DIA
Note: Machine finish all around for true bearing on frame.
SECTION B-B


Opening Frame Std. M.H.
¾" premolded filler (see Manhole, Type A)
SECTIO

META

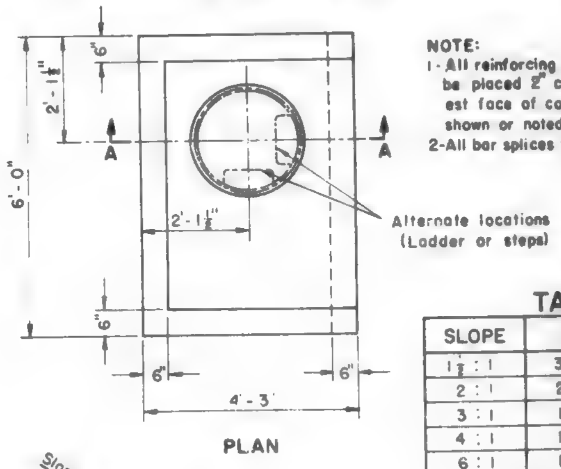
## CONCRETE STAIRWAY

NOTE:
Maximum vertical rise between landings will be 12 feet.
Number of steps varies.
Round edges of steps and all other exposed edges to ½" rad.


Posts spaced about 6' cc
6"
2'-9"
½" prem. filler
A
Handrail- 1½" pipe
walk
1½" clear
½" Rad.
Slope ½":1'
7" max.
11" min.
A
6"
cap ends
cap ends
rad. 5"
½" prem. filler
walk
12"
Detail of Treads
Sec. on ℄
6"
6' ± var.
6"
Pipe handrail
#3 bars
2" clear
#5 bars
#5 bars, 2' c to c ±
#5 bars, 12" c. to c.
Sec. A-A

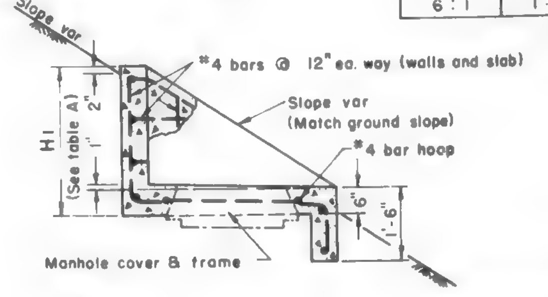
## CONCRETE SLOPE PROTECTOR

NOTE:
1- All reinforcing steel shall be placed 2" clear of nearest face of conc. unless shown or noted otherwise.
2- All bar splices to be 20 dia.


6"
2'-1½"
A
A
6'-0"
2'-1½"
Alternate locations (Ladder or steps)
6"
6"
6"
4'-3'
PLAN

### TABLE A

| SLOPE | H1 | CONC. cu.yd. | STEEL lb. |
|---|---|---|---|
| 1½ : 1 | 3'- 0" | 1.00 | 88 |
| 2 : 1 | 2'- 4½" | 0.89 | 75 |
| 3 : 1 | 1'- 9" | 0.79 | 70 |
| 4 : 1 | 1'- 5¼" | 0.72 | 63 |
| 6 : 1 | 1'- 1½" | 0.66 | 60 |


Slope var
#4 bars @ 12" ea. way (walls and slab)
Slope var (Match ground slope)
#4 bar hoop
H1 (See table A)
2"
6"
1'-6"
Manhole cover & frame

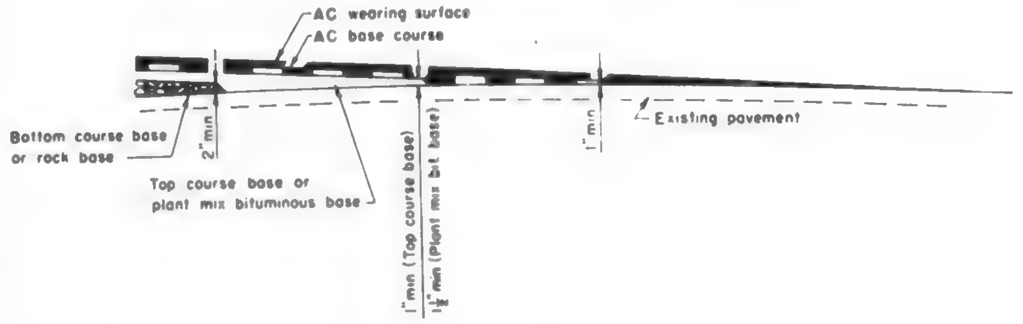
SECTION A-A

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

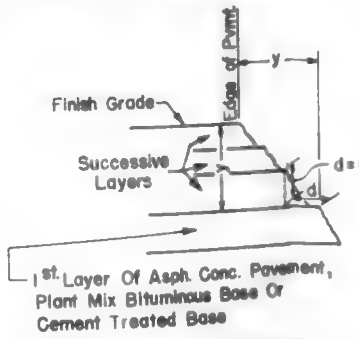
DO NOT SCALE

## METHOD OF FEATHERING

NEW AC PAVEMENT OVER EXISTING PAVEMENT


AC wearing surface
AC base course
Bottom course base or rock base
2" min
Top course base or plant mix bituminous base
1" min (Top course base)
1½" min (Plant mix bit base)
1" min
Existing pavement

## WIDENING FOR MULTI-LAYER PAVEMENT CONSTRUCTION


Edge of Pvmt.
y
Finish Grade
Successive Layers
d = Layer Thkn.
d
1st Layer Of Asph. Conc. Pavement, Plant Mix Bituminous Base Or Cement Treated Base

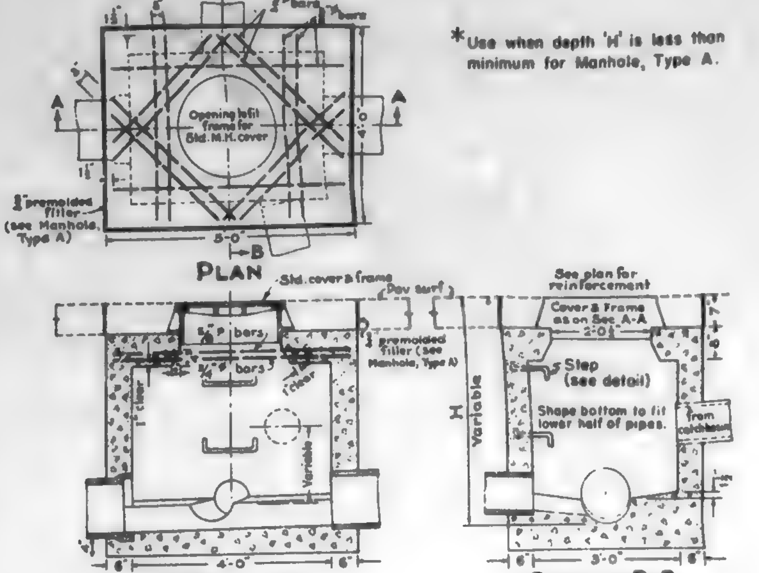
E

hine finish
o for true
n frame.

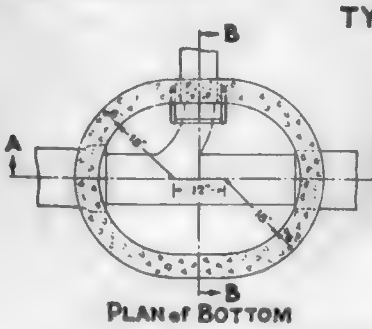
# CAST-IN-PLACE MANHOLE

## TYPE B*

*Use when depth 'H' is less than minimum for Manhole, Type A.


B
$\frac{3}{4}$" bars
bars
Opening to fit frame for Std. M.H. cover
A
$\frac{1}{2}$" premolded filler (see Manhole, Type A)
5'-0"
PLAN
Std. cover & frame
Pav. surf.
bars
$\frac{3}{4}$" bars
$\frac{1}{2}$" premolded filler (see Manhole, Type A)
1" clear
Variable
4'-0"
6"
SECTION A-A
See plan for reinforcement
Cover & Frame as on Sec. A-A
2'-0$\frac{1}{8}$"
Step (see detail)
Shape bottom to fit lower half of pipes.
from catchbasin
H
Variable
3'-0"
6"
SECTION B-B

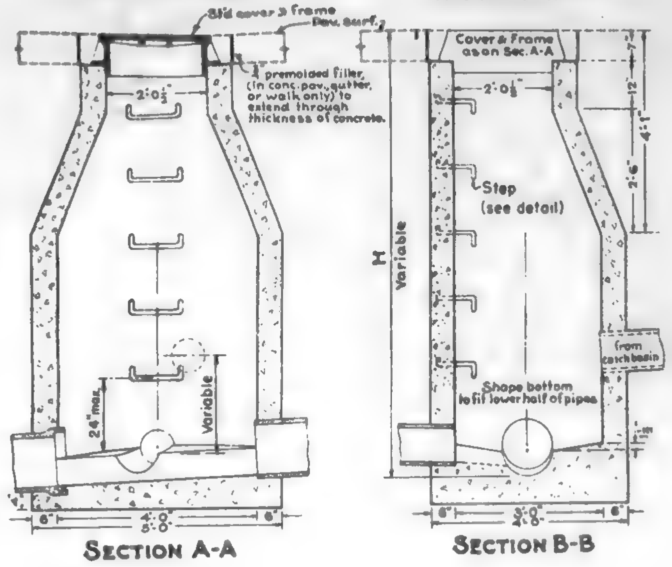
## TYPE A


B
A
12"
PLAN of BOTTOM

MINIMUM DEPTH 'H' FOR MANHOLE TYPE A

| D* | H |
|---|---|
| 8" | 5'-0" |
| 10" | 5'-3" |
| 12" | 5'-6" |
| 15" | 5'-9" |
| 18" | 6'-0" |
| 21" | 6'-3" |
| 24" | 6'-6" |
| 30" | 7'-2" |
| 36" | 7'-8" |

*D is inside diameter of largest pipe entering or leaving at bottom of manhole


Std. cover & frame
Pav. surf.
$\frac{1}{2}$" premolded filler (in conc. pav., gutter, or walk only) to extend through thickness of concrete.
2'-0$\frac{1}{8}$"
24" max.
Variable
6"
3'-0"
5'-0"
SECTION A-A
Cover & Frame as on Sec. A-A
2'-0$\frac{1}{8}$"
Step (see detail)
H
Variable
from catchbasin
Shape bottom to fit lower half of pipes.
2'-6"
4'-1"
SECTION B-B

## METAL PIPE SLOPE PROTECTOR

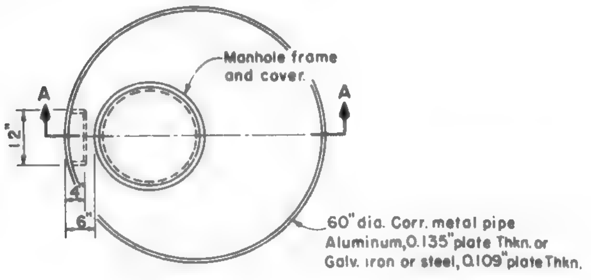
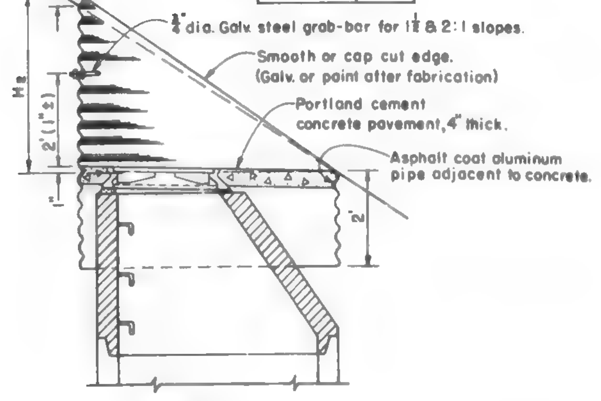

Manhole frame and cover.
A
12"
4"
6"
60" dia. Corr. metal pipe Aluminum, 0.135" plate Thkn. or Galv. iron or steel, 0.109" plate Thkn.
PLAN

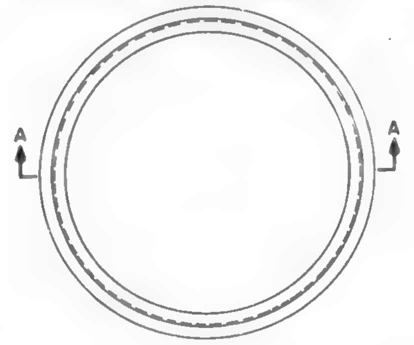
TABLE B

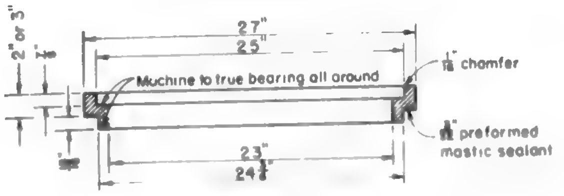
| SLOPE | H2 |
|---|---|
| 1½ : 1 | 3'-8" |
| 2 : 1 | 2'-9" |
| 3 : 1 | 2'-0" |
| 4 : 1 | 1'-6" |
| 6 : 1 | 1'-1" |


3"
$\frac{3}{4}$" dia. Galv. steel grab-bar for 1½ & 2:1 slopes.
Smooth or cap cut edge. (Galv. or paint after fabrication)
Portland cement concrete pavement, 4" thick.
Asphalt coat aluminum pipe adjacent to concrete.
H2
2' (1"±)
2"
SECTION A-A

## MANHOLE ADJUSTMENT RINGS

(2 INCH OR 3 INCH INCREMENTS)




2" or 3"
27"
25"
Machine to true bearing all around
$\frac{1}{8}$" chamfer
$\frac{1}{8}$" preformed mastic sealant
23"
24$\frac{1}{2}$"
SECTION A-A

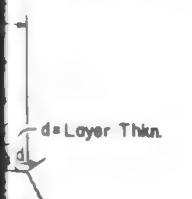
| STEEL lb |
|---|
| 88 |
| 75 |
| 70 |
| 63 |
| 60 |

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

OR

T CONSTRUCTION


d = Layer Thkn.
d

ent,

GENERAL NOTES:

1. For Precast Manhole see Drg. No. 2050A.

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

# MISCELLANEOUS STRUCTURES
## FOR URBAN PROJECTS

APRIL, 1966

REVISIONS

| DATE | DESCRIPTION |
|---|---|
| 5-1-70 | MAX VERT DIST BETWEEN LANDINGS |
| 1-1-72 | ADDED A C PAV'T CONST DETAIL |
| 5-1-75 | ADDED METAL PIPE SLOPE PROTECTOR AND MANHOLE ADJUSTMENT RINGS |

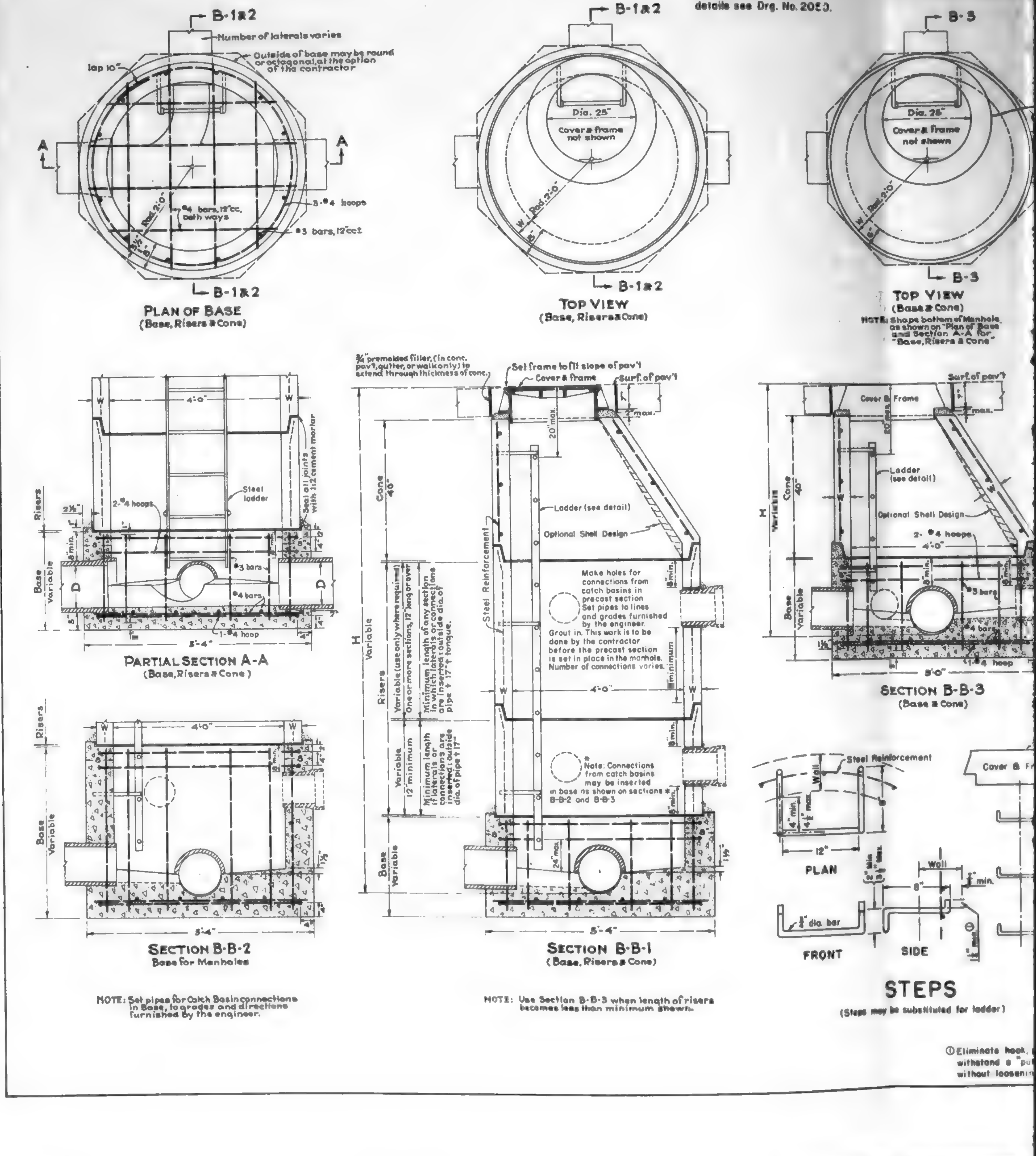
APPROVED
F.B. Klaboe
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2050

# PRECAST MANHOLE
## TYPE A-P

NOTES:
For Cast-in-Place Manhole see Drg. No. 2050.
For Cover and Frame details see Drg. No. 2050.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE


B-1&2
Number of laterals varies
Outside of base may be round or octagonal, at the option of the contractor
lap 10"
A
A
#4 bars, 12"cc, both ways
3-#4 hoops
#3 bars, 12"cc±
Rad. 2'-0"
B-1&2
PLAN OF BASE
(Base, Risers & Cone)
B-1&2
Dia. 25"
Cover & frame not shown
W
Rad. 2'-0"
B-1&2
TOP VIEW
(Base, Risers & Cone)
B-3
Dia. 25"
Cover & frame not shown
B-3
TOP VIEW
(Base & Cone)
NOTE: Shape bottom of Manhole as shown on "Plan of Base and Section A-A for "Base, Risers & Cone"
W
4'-0"
W
Risers
2-#4 hoops
Steel ladder
Seal all joints with 1:2 cement mortar
Base Variable
D
#3 bars
#4 bars
1-#4 hoop
D
5'-4"
PARTIAL SECTION A-A
(Base, Risers & Cone)
Risers
W
4'-0"
W
Base Variable
5'-4"
SECTION B-B-2
Base for Manholes
3/4" premolded filler, (in conc. pav't, gutter, or walk only) to extend through thickness of conc.
Set frame to fit slope of pav't
Cover & frame
Surf. of pav't
2" max.
20" max.
Cone 40"
Ladder (see detail)
Optional Shell Design
Steel Reinforcement
H Variable
Risers
Variable (use only where required) One or more sections, 12" long or over
Minimum length of any section in which laterals or connections are inserted (outside dia. of pipe + 17" + tongue)
Variable 12" minimum
Minimum length if laterals or connections are inserted (outside dia. of pipe + 17")
Base Variable
Make holes for connections from catch basins in precast section. Set pipes to lines and grades furnished by the engineer. Grout in. This work is to be done by the contractor before the precast section is set in place in the manhole. Number of connections varies.
minimum
W
4'-0"
W
Note: Connections from catch basins may be inserted in base as shown on sections B-B-2 and B-B-3
24" max.
5'-4"
SECTION B-B-1
(Base, Risers & Cone)
Surf. of pav't
Cover & Frame
max.
20" max.
H Variable
Cone 40"
Ladder (see detail)
W
Optional Shell Design
2-#4 hoops
4'-0"
#3 bars
Base Variable
#4 bars
1-#4 hoop
5'-0"
SECTION B-B-3
(Base & Cone)
Steel Reinforcement
Wall
4" min.
4 1/2" max.
12"
PLAN
Wall
8"
min.
3/4" dia. bar
FRONT
SIDE
STEPS
(Steps may be substituted for ladder)
Cover & Fr

NOTE: Set pipes for Catch Basin connections in Base, to grades and directions furnished by the engineer.

NOTE: Use Section B-B-3 when length of risers becomes less than minimum shown.

① Eliminate hook, withstand a "pu without loosenin hole

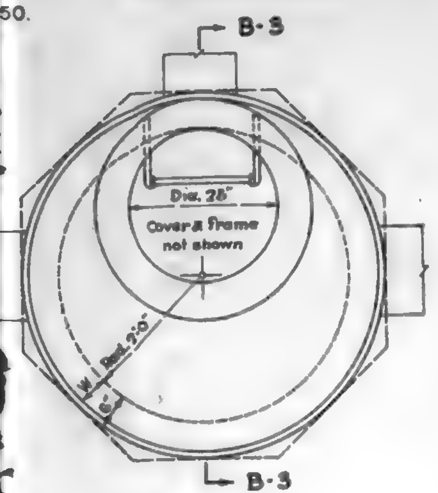
50.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

# SHALLOW PRECAST MANHOLE
## TYPE B-P

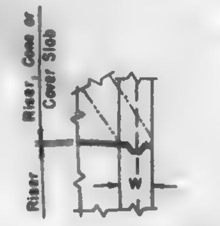
NOTE: See Manhole type A-P for details not shown.



B-3
Dia. 28"
Cover & frame not shown
Rad. 2'-0"
W
6"
B-3

TOP VIEW
(Base & Cone)

NOTE: Shape bottom of Manhole as shown on "Plan of Base" and Section A-A for "Base, Risers & Cone"



Riser, Cone or Cover Slab
Riser
W

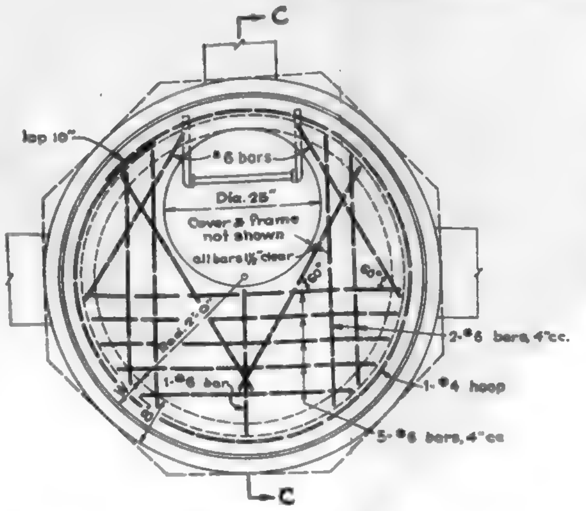
ALTERNATE JOINT

MINIMUM DEPTH OF MANHOLE TYPE A-P

| •D | H |
|---|---|
| 8" | 5'-6" |
| 10" | 5'-9" |
| 12" | 6'-0" |
| 15" | 6'-3" |
| 18" | 6'-6" |
| 21" | 6'-9" |
| 24" | 7'-0" |
| 30" | 7'-8" |

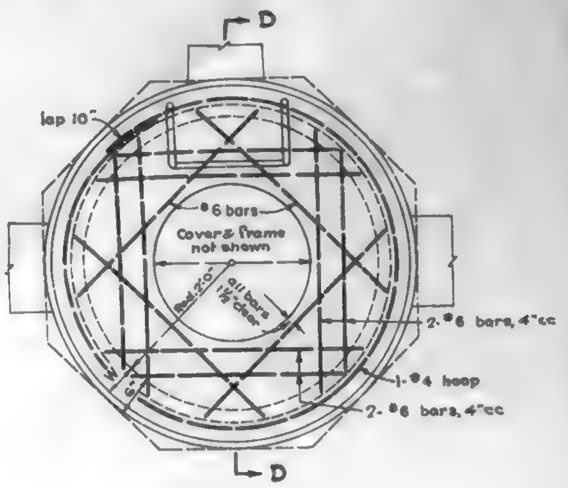
•D is inside diameter of largest pipe entering or leaving base.

NOTE: When depth is less than minimum for manhole type A-P, use shallow manhole type B or type B-P.



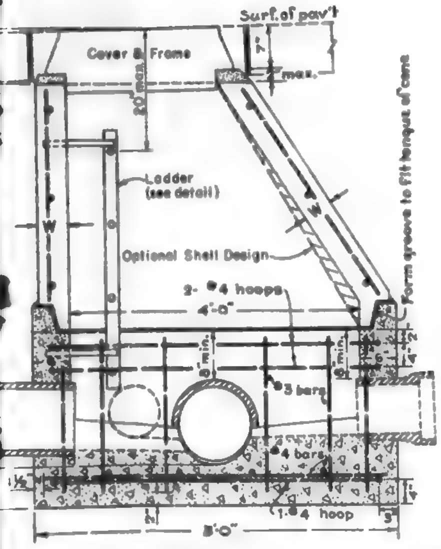
C
lap 10"
•6 bars
Dia. 28"
Cover & frame not shown
all bars 1½" clear
Rad. 2'-0"
2-•6 bars, 4"cc.
1-•4 hoop
1-•6 bar
5-•6 bars, 4"cc
C

TOP VIEW
(Base, Riser & Cover Slab)



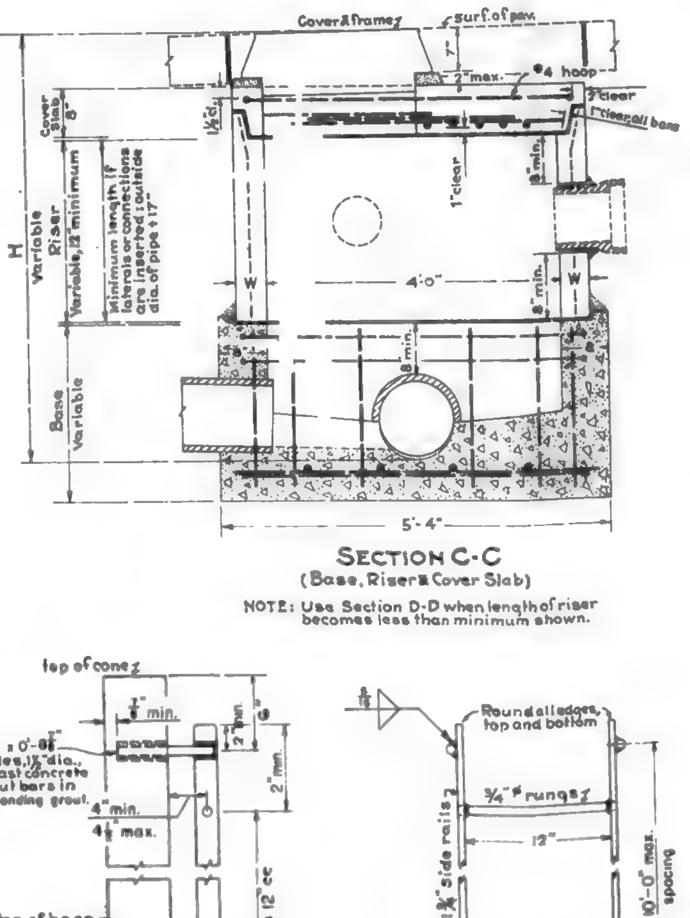
D
lap 10"
•6 bars
Cover & frame not shown
Rad. 2'-0"
all bars 1½" clear
2-•6 bars, 4"cc
1-•4 hoop
2-•6 bars, 4"cc
D

TOP VIEW
(Base & Cover Slab)



Surf. of pav't
Cover & Frame
2" max.
Ladder (see detail)
Optional Shell Design
W
2-•4 hoops
4'-0"
•3 bars
•4 bars
1-•4 hoop
3'-0"
Form groove to fit tongue of cone

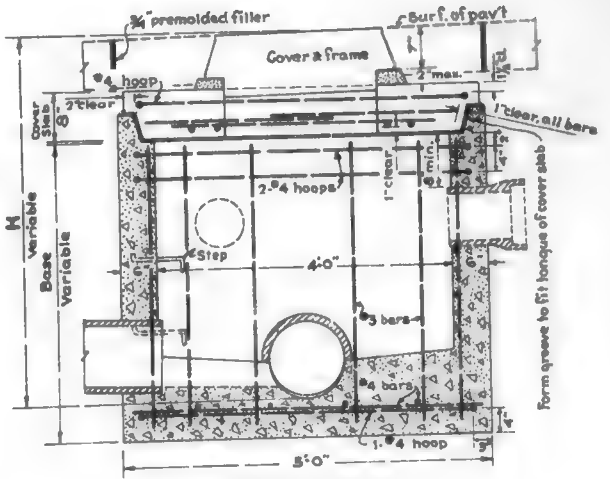
SECTION B-B-3
(Base & Cone)



Cover & frame
Surf. of pav.
2" max.
•4 hoop
1" clear
1" clear all bars
Cover Slab
Riser
Variable, 12 minimum
Minimum length if laterals or connections are inserted; outside dia. of pipe +17"
H Variable
Base Variable
1" clear
4'-0"
W
8" min.
5'-4"

SECTION C-C
(Base, Riser & Cover Slab)

NOTE: Use Section D-D when length of riser becomes less than minimum shown.



¾" premolded filler
Surf. of pav't
Cover & frame
2" max.
•4 hoop
1" clear
1" clear, all bars
Cover Slab
H Variable
Base Variable
2-•4 hoops
Step
4'-0"
•3 bars
•4 bars
1-•4 hoop
5'-0"
Form groove to fit tongue of cover slab

SECTION D-D
(Base & Cover Slab)

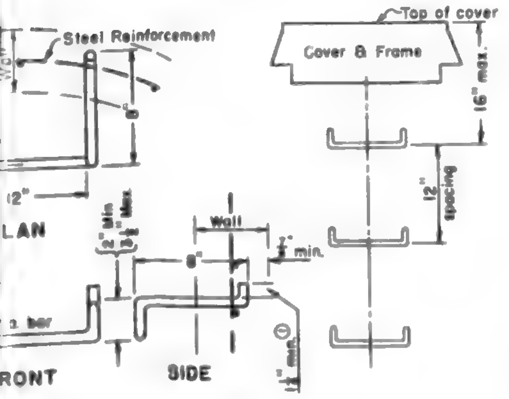
NOTE: When H = 5'-0" or less make hole for frame in center of cover slab.
When H = 3'-6" or less omit steps.

NOTE:
The risers, cones and cover slabs shall meet the requirements of the current AASHO Standard Specification M 199.

### LEGEND

| | |
|---|---|
| Cast-in-Place concrete | ▨ |
| Precast concrete | ▨ |
| 1:2 cement mortar | ▬ |
| Sewer pipe | ▬ |

W = 4" min. (For tolerance see AASHO M 199)

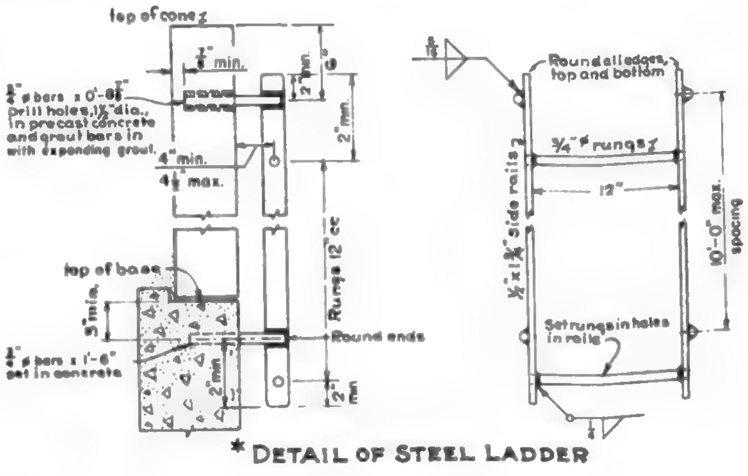


Steel Reinforcement
Wall
8"
12"
LAN
Top of cover
Cover & Frame
16" max.
12" spacing
Wall
8"
½" min.
a bar
RONT
SIDE
①

## STEPS

(Steps may be substituted for ladder)

① Eliminate hook, provided steps will withstand a "pull" force of 1,000 lbs. without loosening.



top of cone
½" min.
¾" ø bars x 0'-8" drill holes, 1½" dia., in precast concrete and grout bars in with expanding grout.
4" min.
4½" max.
2" min.
Rungs 12" cc
top of base
5" min.
¾" ø bars x 1'-6" set in concrete
Round ends
Round all edges, top and bottom
¾" ø rungs
12"
½" x 1¾" side rails
10'-0" max. spacing
Set rungs in holes in rails

* DETAIL OF STEEL LADDER

* See Steps

NOTE:
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction.

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

MISCELLANEOUS STRUCTURES
FOR URBAN PROJECTS

JUNE, 1970

| REVISIONS | |
|---|---|
| DATE | DESCRIPTION |
| | |
| | |
| | |
| | |

APPROVED
R. R. Bal
DEPT. STATE HIGHWAY ENGINEER

DRG. NO. 2050A

9337

B

CON 5

DATE: December 29, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-4(89)241

Contract 9337, Work Completed February 17, 1982

Project Santiam Safety Rest Area

Highway Pacific

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Dale E. Wilken
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

9337

2.

**STATE OF OREGON**
Highway Construction 378-6318

**INTEROFFICE MEMO**
FILE: CON 5

**TO:** W. E. Schwartz
Ass't. State Highway Engineer

**DATE:** September 1, 1982

**FROM:** O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

**SUBJECT:** Request for Increase in Project Authorization
Santiam Safety Rest Area
Pacific Highway, Marion County
Contract No. 9337

NOTED
H.S. COULTER

This federal-aid sanitary sewer project is substantially complete and it now appears the final cost will exceed the project authorization by $39,042, or 12.4%.

Change orders including a modification to the pumping station requested by the Department of Environmental Quality and a service connection fee required by the City of Jefferson were the most costly items contributing to the overrun. These items amounted to $24,203 or 62% of the overrun, while minor items of additional work and other alterations added up to $14,466.

There are sufficient funds available in the category of work and all of the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $39,042. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:PP:mk

Attach.

cc: C. O. Fredrickson
J. M. Martin
R. D. Church
D. E. Swan

Approved - WES

NOTED
W. E. SCHWARTZ

cy
9-3-82

RECEIVED
STATE HWY ENGR
SEP 2 '82
REFER TO Kersey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

81-125-1387

Contains Recycled Materials

9337

L.

CON

**DATE:** August 7, 1982

**TO:** Oregon Transportation Commission

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Request for Increase in Project Authorization
Santiam Safety Rest Area
Pacific Highway, Marion County
Contract No. 9337

This federal-aid sanitary sewer project is substantially complete, and it now appears the final cost will exceed the project authorization by $39,042, or 12.4 percent.

Change orders including a modification to the pumping station requested by the Department of Environmental Quality and a service connection fee required by the City of Jefferson were the most costly items contributing to the overrun. These items amounted to $24,203 or 62 percent of the overrun, while minor items of additional work and other alterations added up to $14,466.

There are sufficient funds available in the category of work and all of the increase is eligible for federal participation.

I recommend that the project authorization be increased by $39,042 to a new total of $353,903.94. This matter will be on the consent calendar for the September 29 meeting.

OBJ:mk st

bc Fred D. Miller
W. E. Schwartz
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

9337

2,

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HIGHWAY DIVISION**

IN REPLY REFER TO
FILE NO.:

June 4, 1982

CON 5

Wildish Corvallis Const. Co.
P. O. Box 987
Corvallis, OR 97339

Gentlemen:

Re: Time Extension Request
Santiam Safety Rest Area
Contract No. 9337
FAP No. I-5-4(89)241

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 17 calendar days on phase (a) and 48 calendar days on phase (b) is granted due to the performance of added and extra work. No additional time is granted for the claimed "abnormal weather conditions experienced" since our contract contains a statement in Section 108.09 that "Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time.". Rainfall in the Willamette Valley is deemed "reasonably predictable" during the period from late September through mid-February and this portion of your request is denied. This eliminates all liquidated damages under phase (b) and there remains 25 days of liquidated damages under phase (a) of this contract.

Should you wish to submit additional data or to review this matter further, please contract Project Manager Jack Martin.

Very truly yours,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:mk

bc: W. E. Schwartz/att.
C. O. Fredrickson/att.
J. Martin/att.
Bob Church/att.
FHWA/att.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 7 '82
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3123

624-1061

**STATE OF OREGON**
Transportation - Highway Division

**INTEROFFICE MEMO**

378-2626

**TO:** C. T. Keasey
CONSTRUCTION ENGINEER

**DATE:** May 12, 1982

**FROM:** Gerald Wimer
REGION CONSTRUCTION ENGINEER

CE CAE FOE OCS SCS EEO
RECEIVED
MAY 13 1982
CONSTRUCTION SECTION
OM CA LS TC FE CP

**SUBJECT:** Time Extension Request
Santiam Safety Rest Area
Contract 9337

Wildish Corvallis Construction Company on the attached formal request asks for an additional 75 days on this fixed date contract without specifically indicating that they were requesting additional time for both Part (a) and Part (b). They included with their request, copies of which are attached, the consent of their surety, Industrial Indemnity Company, and a well-detailed April 2 letter defining the basis for their request which incorporated five sheets of meteorological data.

Project Manager Jack Martin, in his attached April 22 letter, lists the pertinent dates of the contract which I repeat for your convenience:

| | Specified Fixed Completion Date | Date of Award | Commencement Date | Actual Compl. Date | Excess Days |
|---|---|---|---|---|---|
| Part (a): Install Manhole & Sewer Lines | 10-23-81 | 8-17-81 | 9-25-81 | 12-4-81 | 42 |
| Part (b): Complete All Work | 12-31-81 | 8-17-81 | 9-25-81 | 2-17-82 | 48 |

In his analysis of their request, he points out that the contractor did not commence work on the project until 35 days had lapsed after the date of award. Although Mr. Martin doesn't point it out, the contractor utilized this time to order and secure materials and initiate appropriate shop drawings.

Mr. Martin also justified, in his opinion, a total of 65 days for crediting against either Part (a) or Part (b). He bases his recommendation on "(un) reasonably predictable weather" as defined in Subsection 108.08 which is essentially the same thing the contractor did. Mr. Martin has marked on Wildish's April 2 letter the days Price Agreements or Extra Work Orders were performed. He has also circled the days he questions and added typed comments.

Continued...

There were two major areas of concern on this project. The contractor wanted to redesign the boring under the freeway. This may have cost him some of the initial delay. However, it is not a basis for a time extension. The other item of delay was some redesign to satisfy the Department of Environmental Quality. If you do not accept the following analysis, then this DEQ redesign aspect should be reviewed and redefined in more detail.

This office considers all of the days that Mr. Martin identified as Price Agreement or Extra Work days reasonable time extension days. He identified eight workdays before December 4 and 18 days after. In addition, four other days before December 4 (9-25, 10-5, 10-16, and 11-23) and five after (1-12, 1-15, 1-18, 1-19, and 1-27) involved work for which we should grant a time extension.

This amounts to 12 workdays before December 4 and 23 workdays after. All of these days should be factored for weekends and weather. The reason for factoring for weather is that we should not utilize the only good days for extra work and then charge the contractor for days that he cannot perform work. I find only 61 percent of the weekdays before December 4 and 60 percent of the weekdays after suitable for contract work. Please see the attachments detailing the basis of these percentages.

Factoring the 12 Extra Work days before December 4 and the 23 after justifies a 28 day extension before December 4 and a 42 day extension after December 4. These days should be added together for Part (b), which eliminates all Part (b) penalty. Subtracting the 28 justifiable days from the 42 day Part (a) overrun leaves 14 days on Part (a) that cannot be justified, which, at the $150 per day liquidated damages, amounts to a total of $2,100 that would remain assessed against this project if you concur in this recommendation, which the Project Manager on review concurs with.

GW/rgb
attch.

cc: Jack Martin

24-1061

**STATE OF OREGON** **INTEROFFICE MEMO**

**DATE:** May 19, 1982

**TO:** C. T. Keasey
CONSTRUCTION ENGINEER

**FROM:** Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

**SUBJECT:** Time Extension Request
Santiam Safety Rest Area
Contract 9337

RECEIVED
MAY [illegible] 1982
CONSTRUCTION SECTION
CE
1 CAE
FOE
OCS
SCS
EEO
OM
CA
TC
FE
CP

Your May 13 letter on the subject matter implied that you accepted, or could accept, the change orders portion of my May 12 recommendation. If that is the case, we should not delay granting the obvious extension. To do otherwise involves our withholding the contractor's money.

Discounting my previous recommendation for "weather" yields 12 change order days before December 4, and 23 days after, which, with a weekend extension, justifies 17 calendar days before December 4 and 32 days after December 4. These days should be added together for Part (b) which eliminates all Part (b) penalty. Subtracting the new justifiable 17 days from the 42 day Part (a) overrun leaves 25 days on Part (a) that cannot be justified, which, at the $150 per day liquidated damages, amounts to a total of $3,750 that would remain assessed against this project.

The redesign to satisfy the Department of Environmental Quality only affected the Part (b) portion of the contract, and if all liquidated damages for that part of the project are eliminated, there is no need to reanalyze the DEQ effect.

However, I am still of the opinion that it is inappropriate to have the contractor perform change order work on the good days, and then charge the contractor for days that he cannot perform work. I still believe my previous recommendation appropriate, but I must defer to you in the final granting of time, which should be done expeditiously.

contractor
performed or
contract work
and extra wor
on same days. T
time allowed for
extra work is mor
than adequate for this.

GWW/cal

6-3-82

cc: Martin

CTK -

I concur with Region to grant a time extensi of 48 calendar days for phase (b) and 17 calendar da for phase (a) due to the performance of added and extra work. This will leave 25 C.D. liquidated damages under phase (a) and eliminate them on phase (b).

9337

5-4-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(89)241

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10005

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-1-82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Santiam Safety Rest Area

11. GENERAL DESCRIPTION OF WORK Sewer Connection Fee

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 4-22-82 this will confirm the advance approval date of 4-1-82 to proceed with sewer connection by the city of Jefferson at a TEC of $11,000 - Federal Funds $10,144. (S.F.O. #3)

(State/City Agreement No. 7336 dated 11-10-80.)

RECEIVED
STATE HWY ENGR
MAY 5 '82
REFER TO
[illegible]
FOR

orig to [illegible] 5/5/82

14. DATE 5-4-82

15. SIGNATURE OF APPROVING OFFICIAL G K [illegible]

16. TITLE for Division Administrator

FORM PR-1210 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9337. 4-27-82 L1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(89)241

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10005

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/30/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Santiam Safety Rest Area

11. GENERAL DESCRIPTION OF WORK: Roadside seeding and mulching

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/30/82 as requested in Mr. Keasey's letter of 4/20/82 as bieng in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $700 Federal Funds $617.

(Note: Funds for above work obligated at PS&E)

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO Moehring
FOR
Info Invest R/D D/R Sign Act File

Orig 4/30

14. DATE 4/27/82

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9337 8-10-81 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(89)24

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10005

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/10/81

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Santiam Safety Rest Area

11. GENERAL DESCRIPTION OF WORK Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 8/3/81 you are authorized to proceed with the actual adjustments for Pacific Northwest Bell Telephone Company's buried facilities on an actual cost basis estimated to be $3,917 Federal Funds $3,612.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act

orig to 8/10

14. DATE 8/10/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9337

L

ROW 18-4

August 3, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Telephone Facility Relocation
Pacific Northwest Bell
Santiam Safety Rest Area
Pacific Highway
Marion County
Project No. I-5-4(89)24

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Pacific Northwest Bell Telephone Company's buried facilities dated July 6, 1981.

A certification prepared by Don Bedford as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated June 11, 1981 was previsouly supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued by Marion County as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 21, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,917.

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

RECEIVED
TECHNICAL SERVICES
AUG 4 '81
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

9337

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-1-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-5-4(89)241

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10005

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7/1/81

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Santiam Safety Rest Area

11. GENERAL DESCRIPTION OF WORK
Comfort and Convenience Facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Roadside Seeding and Mulching $700

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $373,697 Federal Funds $344,623.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 10'81
REFER TO
FOR

| Info | Inves | R/O | D/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |

orig to

7/10

14. DATE
7/1/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9337

164 N

**Timberland McCullough**
ENGINEERS · SURVEYORS · FORESTERS · PLANNERS
1010 Airport Road, S.E. · P.O. Box 668 · Albany, OR 97321 · (503) 926-9404

June 25, 1981

1 Versteeg DOZ
Anderson
3 Christensen JW
Olson
2 Sullivan JWS

RECEIVED
JUN 26 1981
ROAD DESIGN SECTION

Do ~~Not File~~
~~Return To~~
Bring Up ___/___/
Action

Jimmy S. Hansen
Office of Technical Services
Department of Transportation
Room 329, Transportation Bldg.
Salem, Oregon 97310

Re: File No. DES 23 9194B
"Advance Plans for Review"
Santiam Rest Area Jefferson Hwy

Dear Mr. Hansen:

In behalf of the City of Jefferson, we have reviewed the proposed plans for the Santiam Rest Area sewerage system and they appear in order and in compliance with the City of Jefferson Standard Specifications. The only comment we would like to make is before the City can accept the gravity portion of the system for maintenance, the City personnel or its representative should have rights of entry to the project for inspection purposes. This would allow the City the opportunity to confirm compliance with its standards and perhaps allow some input during construction.

The City requires testing (low pressure air test) and television viewing of the line before acceptance. These should be included in the construction specifications for the project. We are sure this is probably similar to the State of Oregon Construction Specification but the City representative should be allowed as an observer during these portions of the project.

We would like to stress this is for only that portion of the construction to be accepted by the City for ownership and maintenance; specifically Sta. J10+00 to J17+50 on the Jefferson Highway.

If any additional information is necessary, please feel free to contact our office.

Cordially,

TIMBERLAND-MCCULLOUGH, INC.

H. Ronald Hughes

H. Ronald Hughes, PE
Project Manager

cc: City of Jefferson
bc: DOC J. Sullivan

REFERRED TO
Beard Stoudenmeyer
Cole ✓ Mann Henry JH
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
G. J. BALLARD

RECEIVED
JUN 26 1981
BRIDGE SECTION

164

REGION 2 ENGINEER
RECEIVED
JUN 2 ? 1981
RBE
W
RME RTE ROE
GEO RSO ENV RFE

# SANTIAM SAFETY REST AREA

Jefferson Hwy

Recommended changes too late to be made on plans:

1. 30' R/W on Miller Road
   - a) Fences 8 feet from EP
   - b) Road outside of R/W on 90° corners

   Follow exist roadway. If problem on const secure permit of entry or locate on 90% R/W.

2. Bridge connection detail wrong. Jim Hansen has photos to correct but has not done so. Design following up

3. Need 6" of bedding over 3" pvc sewer, 2½" not adequate. Design changed

4. Need item for granular backfill when depth over 5 feet. Use existing mat'l Require 90% compaction by Cat 1 w/4,000 EHO Maint to. 6-1-82

5. 8" culvert, station 48+81 not shown on plans conflicts with proposed grade line. Culvert could be lowered 6".
   Install new culvert 8" dia 6" lower. Nelson to follow up on const regards telephone and water lines in exist culv.

cc: G. Wimer ✓
Dick Nelson

Note: Above comments per discussion with DOC, Norm Henry, Weber & Nelson 6-24-81

G Wimer

Versteeg
Anderson
Chris
Olson
Sullivan
JUN 2 ? 19

cc DO Christensen
Dick Nelson

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VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

June 25, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10005
Project No. I-5-4 (89) 241
Santiam Safety Rest Area
Marion County

Attached support data consists of PR-1 forms with project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for the project on July 23, 1981.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG/lms
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

9337

November 21, 1980

City of Jefferson
P. O. Box 83
Jefferson, OR 97352

Attention: Dona Sweet
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7336

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement for improvements to the Santiam Safety Rest Area.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

| Number | Name | Consideration |
|---|---|---|
| 50713 | Rosenburg Real Estate Equity II | $ 1,700.00 |
| 51094 | O'Brien, Thomas M. and Penny S. | 750.00 |
| 51702 | Walton, J. F. and M. Katherine | -0- |
| | 3 Transactions | $ 2,450.00 |

(2) A gift of oceanfront property has been offered to the Parks Division by Dr. John P. Keizer of Portland. The approximate 1.65-acre ownership is an inholding within Shore Acres State Park in Coos County and Parks has been seeking to obtain the property for many years. Dr. Keizer's family had obtained this small parcel from Louis Simpson, from whom most of the State Park was acquired. (Parks Division)

(3) A letter-form agreement with the City of Jefferson for improvements to the Santiam Safety Rest Area in Marion County. The State will install a pressure line at its own cost to connect the rest area with the City's sanitary sewer system. There will be a one time service connection fee of $11,000 and the disposal service fee will be in accordance with the established rate schedule plus a 25 percent surcharge for service furnished outside the City limits. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 10 day of November, 1980

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date [illegible]

City of Jefferson
**P.O. Box 83**
**Jefferson, Oregon**
**TELEPHONE 327-2768**

REGION 2 ENGINEER
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SEP 15 1980
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September 10, 1980

Department of Transportation
Highway Division - Region 2
2960 State Street
Salem, OR 97310

Attn: Phillip O. Stearns
Rtion II Federal Aid Engineer

Re: Santiam Rest Area

Dear Mr. Stearns,

The Jefferson City Council passed Resolution 498 approving the sanitary sewer connection of the Santiam Rest Area to the Jefferson Sewage Treatment facilities on September 10, 1980.

I would like to point out three changes on the draft agreement. Paragraph 2 of the agreement No. 7336 should state a "3-inch pressure sanitary sewer line". Paragraph 3 which continues onto page 2 should read "....flow sanitary sewer line, upon completion to City Standards and accepted by the City Engineer or his representative." Paragraph 5, line 4, should read"...plus billing charges, if any." At the end of paragraph 5, this sentence should be added.. "If the effluent should prove to be of a nature that would be detrimental to the City sanitary sewer system, by appropriate testing, the City shall have the right to terminate this agreement."

If you would have this agreement retyped and returned to me as soon as possible for the proper signatures, I will then attach it as Exhibit A to Resolution 498.

Thank you so much for your patience. If you have any questions, please feel free to call.

Sincerely,

Dona L. Sweet

Dona L. Sweet
City Recorder

Enc: 1

Expire in one year

PROJECT MANAGEMENT BRANCH
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PLE ☐ RE ☐ [✓ PRE ☐]
SEP 16 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

TIMBERLAND
Services, Inc.
(503) 926-9404 1010 AIRPORT ROAD — P. O. BOX 888 — ALBANY, OREGON 97321

January 15, 1980

Ms. Dorene Salter, Mayor
City of Jefferson
P. O. Box 83
Jefferson, Oregon 97352

Dear Ms. Salter:

We have reviewed the engineering data provided by the State Department of Transportation regarding the Santiam Rest Area.. Based on the data and our knowledge of the existing situation, we offer the following for consideration.

According to the Department of Transportation information, the sewerage to be added to the Jefferson system is a weak to moderate domestic wastewater with a higher than normal concentration of settleable solids. This is due primarily to a large volume of paper in the sewerage. Although no measured figures were given, the design parameters are well within the limits outlined in the City's new Sewerage User Ordinance. We believe that adding this waste to the system would not adversely affect the collection system or the treatment facility.

The major impact would be the volume of the waste and its effect on the capacity of the treatment plant. The capacity of the collection system would not be adversely affected.

This volume of waste, using the projected average flows for the year 1990 (one half the design life of the treatment plant) would equal approximately thirty-five new homes. This was arrived at by information provided from the new Sewerage User Ordinance, where one equivalent residential unit shall equal 7,000 gallons per month. In a City the size of Jefferson this could be a significant number of housing starts; normally about two years worth of building permits.

Utilizing these figures, the City would not receive any capital gains from these thirty-five E. R. U.'s in regard to property taxes, system development charges, water revenues, street improvements or any other "in City" improvements. The only revenue source would be the sewer user and hook-up charges. We would also like to point out that there would be no demands on the other City services, such as police or water, if this hook-up is allowed.

Another point which should be discussed is that allowing a hook-up of this nature is contrary to the goals outlined in the City's Comprehensive Plan, specifically urbanization policy No. 2: "Urban services will not be extended outside the Urban Services Boundary". It may be necessary to go through the public hearings process to allow this hook-up. The Council should investigate this if they decide to proceed with the hook-up.

This request calls for a policy decision which can only be provided by the City Council. Our comments are to give the Council a perspective on the impact of providing sewer service to the Santiam Rest Area. It is not our intent to advocate a position in this matter.

If we can be of further assistance in regard to this proposal, please feel free to contact us.

Cordially,

TIMBERLAND SERVICES, INC.

H. Ronald Hughes

H. RONALD HUGHES, P.E.

HRH/dee

STATE OF OREGON

INTEROFFICE MEMO

REGION 2 ENGINEER
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TO: Mr. C. O. Fredrickson
Region 2 Engineer

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DATE: October 12, 1979

SUBJECT:
Santiam Safety Rest Area
Pacific Highway (I-5)
Marion County
Bridge 91948

The purpose of this letter is to provide you with engineering data for your continued negotiations with the City of Jefferson on the proposed sewer connection and for locating the sewer force main.

The average flow at Santiam SRA during the past year (Sept. '78 - Sept. '79) was 6,267 gallons per day (gpd). The average flow for August (the month of peak usage) was 9,121 gpd. These flows were based on actual meter readings of the domestic water used in each toilet building.

The projected average flows for the years 1990 and 2000 are respectively 8,074 gpd and 9,553 gpd. The projected average flows for the peak flow month (i.e., July or August) in 1990 and 2000 are respectively 11,751 gpd and 13,904 gpd. These projections are based on the assumption that the flow will increase directly proportional to an increase in the Average Daily Traffic (ADT) on the highway. The ADT for 1978 was 26,700 vehicles per day, while the projected ADT for 1990 and 2000 are respectively 34,400 and 40,700.

Research at rest areas nationwide indicates that their waste water corresponds to a weak to medium strength domestic wastewater with respect to biochemical oxygen demand ($BOD_5$), suspended solids (SS), phosphate, and pH. The sewage has a strong chemical oxygen demand (COD) and settleable solids concentration due to the high paper content. It has essentially no grease or scum material, but is high in nitrogen. We use 165 mg/l concentration for the primary design parameters, $BOD_5$ and SS.

The design of the sewage pump station and force main is in the preliminary studies stage. The city sewer connection point appears to be about three miles from the rest area, via the Miller Rd.-Talbot Rd. route. This may not be the best route, but it is the most obvious. The City has a 40-foot higher elevation than the rest area. A small diameter force main (i.e., 3 or 4 inch pipe) with high-pressure grinder or effluent pumps would work quite well in this situation. The preferred method of pumping would involve two different sized pumps working alternately. The low-flow pump would spread the flow out over the day, while the high-flow pump would intermittently provide the required pipeline scouring velocity.

Instead of connecting directly to the city sewer, we may be able to connect to one of the two proposed private sewers (i.e., Mt. Jefferson Woolen Mill

81-125-1387

and the local public school district) on Talbot Road. Attached is a transmittal letter and half-size preliminary plans of the proposed pressure sewer for Mt. Jefferson Woolen Mill. They propose to lagoon the mill's 25,000 gpd wastewater and pump it during the night hours when the city's sewage load is smallest.

Please continue your negotiations with Jefferson and the location work for the force main.

JSH:dh
Enclosure

cc Phillip O. Stearns /w/ encl.
Jimmy S. Hansen

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

DATE: May 29, 1979

FROM: R. W. Ellison
R. W. Ellison
Asst. Bridge Engineer

SUBJECT:
Water Supply, Sewage Disposal
and Architectural Barriers
Santiam SRA
Pacific Highway (I-5)
Bridge 9194B

We have received letters from Robert Royer and Howard Johnson about some problems that should be attended to at the Santiam Safety Rest Area. At the present time this project is scheduled for contracting the third quarter of calendar year 1980 and budgeted at $300,000. This budget was proposed for water supply, sewage disposal, and architectural barrier corrections. Any additional funds for irrigation systems, R.V. dump stations, et cetera, would have to be budgeted through Program Management by the region office.

As to the sewage disposal problem, we recommend that the alternate of pumping septic tank effluent to the City of Jefferson sewage system be considered. This alternate would relieve us of having to install a new drainage field in an area that is on the flood plain. Permit restrictions now make disposal on a flood plain improbable. If you are receptive to the pumping alternate, please contact the City of Jefferson to see if the proposal is acceptable to them. Also obtain the approximate hook-up and monthly service fees to be charged by the City. We will give you whatever technical assistance is required.

1,000. winter 4,001 max

It may be possible to contract this project about the first of the year if you are able to effect an agreement with the City of Jefferson to hook into their sewer system and obtain approval of any extra funds required for irrigation systems, et cetera. The success of our dealings with the DEQ will also be a factor. Information as to the items to be included in the project should be firmed up and available to us by the end of August.

The first order of business should be to contact the City. If they are receptive to the idea, we will require a route survey and entry point to the system.

If the City is not interested in such a proposal, we will have to explore other alternatives with the DEQ. An on-site sewage disposal system will be a more difficult problem to solve and could require additional right of way purchases.

GJB:dh

cc E. S. Hunter /w/ encl.
D. H. Moehring /w/ encls.

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81-125-1387

STATE OF OREG

INTERO CE MEMO

TO: Mr. Keith Martin
Resident Engineer

FROM: ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Asst. Bridge Engineer

DATE: April 27, 1979

SUBJECT:
Manzanita Safety Rest Area
Pacific Highway, I-5
Josephine County
Alternate Sewage Disposal Facility
Bridge 9114D

As requested in your letter of April 24, 1979, we are furnishing you payment items on sewage disposal contracts with municipalities serving safety rest areas around the state.

The payments vary according to the city ordinances governing the rates in that particular city. They usually follow the pattern of a hook-up fee and a monthly charge based on commercial rates, metered or unmetered.

We are served by three cities from four different facilities. The contract payments are as follows:

1. CABIN CREEK SAFETY REST AREA served by the City of Oakland.

   Hook-up Fee - $7,660.00 (This fee is based on the percentage of our flow vs total flow to the plant.)
   Monthly metered charge of $10.00 for first 15,000 gal. and $.065/100 gal. in excess of 15,000 gal.
   Maximum monthly charge $233.89.
   Average monthly rate is about $180.00 in summer and $60.00 in winter.

2. R. H. BALDOCK SAFETY REST AREA served by City of Wilsonville.

   Hook-up fee - $3,960.00. (This fee based on 9.6 dwelling unit with 1 dwelling unit equal to 16 fixture units.)
   Monthly charge based on 153 fixture @ $.25/fixture unit x 50% surcharge.
   The monthly charge is $57.38.

3. PORT OF ENTRY (ASHLAND) served by the City of Ashland.

   Hook-up fee - $1,425.00
   Monthly metered charge with a min. of $45/mo. for the first 69,750 gal. and $0.20/100 gal. in excess of 69,750 gal. Our monthly bills have been running $45/mo.

   An additional annual charge is made for capitalization bond retirement. This charge is $52.00 per annum.

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4. SISKIYOU SAFETY REST AREA served by the City of Ashland.

Hook-up fee - $1,425.00
The monthly charge is the same as the Port of Entry and runs at $45/mo.

On this project, however, the annual capitalization bond retirement charge was paid off in a lump sum payment of $3,035.

Any additional questions can be answered by Roger Trygstad in the Utilities Unit of Right of Way Section, Salem.

GJB:dh

cc Alfred Shirley
J. B. Boyd

bc G. J. Ballard

9337

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-6-80

# LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
5-4(88)241

ST E PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
10005

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orig

RECEIVED
STATE HWY ENGR
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FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 10-6-80 | Interstate 5 |
| | | STATE ROUTE NUMBER |
| | | Primary 1 |

GENERAL LOCATION:
Santiam Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-16-80, you are now authorized to proceed with all phases of right of way acquisition necessary to obtain a permanent sanitary service easement on file 51262 at a TEC of $3,000 - Fed. Funds $2,766. (Right of Way Map 1R-4-150)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-6-80 | | for Division Administrator |

FORM PR-1240
(REV. 8-70)

EXISTING STOCK OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

9337

1E

# ADDENDUM TO PROJECT MANAGERS NARRATIVE

SANTIAM SAFETY REST AREA
Pacific Highway
Marion County
Contract No. 9337
Prefix No. 624-1061
F.A. No. I-5-4(89)241

Project Manager, J. M. Martin
August 1983

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This project provided for the construction of a pressure sanitary sewer system and line from the existing rest area to the City of Jefferson and for the correction of a potable water supply deficiency.

The contract was awarded with two specified completion dates. Phase (a) included all work required to construct the manholes and install gravity and pressure sewer pipe with the completion date of October 23, 1981. A time extension of 17 calendar days was granted due to the performance of added and extra work. The contract work was completed on December 4, 1981 for an overrun of 25 days.

Phase (b) included all the remaining work under the contract to be completed by December 31, 1981. A time extension of 48 calendar days was granted June 1982 eliminating the excess days used at the time of the February 19, 1982 Second Notification. What was seen as an unnecessary delay in completing the work prompted a resume work order to be issued. This order was effective February 21, 1983 and when work was completed July 5, 1983, had resulted in 135 days charged. Liquidated damages assessed by the contractor are at the rate of $150 per day.

## Modifications to the Sewer System

### Price Agreement No. 3

Additions to the aeration station were developed to prevent damage from flooding of the chamber under Price Agreement No. 3. The modifications reduce the water level in event of a flood to below that which would threaten the system. Also provided was a shunt trip device to shut down the aeration system and the mounting of the air compressor on a stand to elevate it above the water level permitted by the sump pump.

### Price Agreement No. 4

The 5 HP pumps installed suffered mechanical failure several times from plugging and overheating. The contractor accounted failure to plugging of the intake screen by cigarette butts and other debris. These pumps were to provide as large a scouring velocity as possible in the pipe. The greater suction may have also contributed to the problem. A clear cut reason for the problems was never found but the lack of reliability led to Price Agreement No. 4, substituting 2 Peabody Barnes E202 pumps for the Hydromatic C500H pumps originall installed. The 2 HP pumps have been both reliable and effective.

Price Agreement No. 4 also provided for an alarm system. A power failure in the pump station, if unnoticed for several hours, could cause flooding of the pump station and plugging of the sewer lines from the toilet building. A battery powered alarm system would provide time to take corrective measures should such an incident occur.

## Price Agreement No. 5

The necessity of a larger septic tank became apparent after the up-grading of the area. The existing tanks proved inadequate to handle the load generated by the heavy useage. The decision made was to link the new tank in parallel with the existing. The existing will be used only in emergencies when the new tank is full or inoperative. The installation of two 12,000 gallon septic tanks, necessary connecting sewer line and manholes were covered under Price Agreement No. 5.

## Extra Work Order No. 4

The need for a back-up system became evident when the effluent pump suffered electrical problems and tripped the circuit breaker several times. A failure of the pressure system could result in effluent overflowing into the Willamette River, forcing a shutdown of the rest area. The electrical problems were solved but to prevent future shut-downs, a back-up system was designed. Extra Work Order No. 4 provided for a diversion box in the gravity line running from the old septic tank and allowing effluent to drain into the old drain field. This system is for emergency use only for period of short duration.

9337

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/16/81
Donald L Rout

July 23, 1981 Bid Letting ______ All Clear Deadline

SECTION Santiam Safety Rest Area
Highway Pacific
County Marion Region 2
Type of Work Sewer-Water Funds FAI
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

I-5-4(89)241

2 Exc

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ |

9337

I-5

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** Mr. C. O. Fredrickson
Region 2 Engineer

**DATE:** March 12, 1980

DES 23
Br 9194B

**FROM:** Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

**SUBJECT:** Sewage Disposal
Santiam SRA
I-5
Marion County
Bridge 9194B

We have reviewed H. Ronald Hughes' January 15 letter to the City of Jefferson regarding connection of the Santiam Safety Rest Area.

Mr. Hughes' statement that the hook-up of the rest area would be equal to 35 new homes was a bit misleading. He seemed to say that the rest area hook-up would prevent two years of growth by eliminating building permits for 35 homes. What will actually happen is that the rest area will be using part of the plant's capacity some time in the future that will restrict the growth of the city. At that point, when the treatment plant reaches capacity, the state will share in plant expansion like all other commercial customers.

I cannot address the city's urbanization policy no. 2 except to state that there are several other cities that have allowed hook up of our rest areas. The cities are listed below with a summary of fees for each.

1. CABIN CREEK SAFETY REST AREA served by the City of Oakland.

   Hook-up Fee - $7,660.00. (This fee is based on the percentage of our flow vs total flow to the plant.)
   Monthly metered charge of $10.00 for first 15,000 gal. and $.065/100 gal. in excess of 15,000 gal.
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2. R. H. BALDOCK SAFETY REST AREA served by City of Wilsonville.

   Hook-up fee - $3,960.00. (This fee based on 9.6 dwelling units with 1 dwelling unit equal to 16 fixture units.)
   Monthly charge based on 153 fixtures @ $.25/fixture unit x 50% surcharge.
   The monthly charge is $57.38.

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3. PORT OF ENTRY (ASHLAND) served by the City of Ashland.

   Hook-up fee - $1,425.00
   Monthly metered charge with a min. of $45/mo. for the first 69,750 gal. and $0.20/100 gal. in excess of 69,750 gal. Our monthly bills have been running $45/mo.

   An additional annual charge is made for capitalization bond retirement. This charge is $52.00 per annum.

4. SISKIYOU SAFETY REST AREA served by the City of Ashland.

   Hook-up fee - $1,425.00
   The monthly charge is the same as the Port of Entry and runs at $45/mo.

   On this project, however, the annual capitalization bond retirement charge was paid off in a lump sum payment of $3,035.

Jimmy Hansen and Phil Stearns will be attending the city council meeting tonight (3-12) to discuss these questions with the city council.

We do not have alternatives to the sewage disposal problem in mind at present. DEQ rules prohibit new subsurface disposal on the rest area site which is in a flood plain.

If we cannot reach a satisfactory agreement with the City, then other alternatives must be found through some dialogue with the DEQ.

This project is due for bidding in July 1980. We will need to delay the project until we have an agreement with the City or an alternative disposal method can be found.

GJB:dh
Enclosure

cc J. H. Versteeg /w/ encl.

**TIMBERLAND**
*Services, Inc.*
(503) 926-9404
1010 AIRPORT ROAD — P. O. BOX 668 — ALBANY, OREGON 97321

January 15, 1980

Ms. Dorene Salter, Mayor
City of Jefferson
P. O. Box 83
Jefferson, Oregon 97352

Dear Ms. Salter:

We have reviewed the engineering data provided by the State Department of Transportation regarding the Santiam Rest Area.. Based on the data and our knowledge of the existing situation, we offer the following for consideration.

According to the Department of Transportation information, the sewerage to be added to the Jefferson system is a weak to moderate domestic wastewater with a higher than normal concentration of settleable solids. This is due primarily to a large volume of paper in the sewerage. Although no measured figures were given, the design parameters are well within the limits outlined in the City's new Sewerage User Ordinance. We believe that adding this waste to the system would not adversely affect the collection system or the treatment facility.

The major impact would be the volume of the waste and its effect on the capacity of the treatment plant. The capacity of the collection system would not be adversely affected.

This volume of waste, using the projected average flows for the year 1990 (one half the design life of the treatment plant) would equal approximately thirty-five new homes. This was arrived at by information provided from the new Sewerage User Ordinance, where one equivalent residential unit shall equal 7,000 gallons per month. In a City the size of Jefferson this could be a significant number of housing starts; normally about two years worth of building permits.

RECEIVED
MAR 10 1980
BRIDGE SECTION

SURVEYORS • ENGINEERS
LAND USE PLANNERS • FORESTRY CONSULTANTS

Utilizing these figures, the City would not receive any capital gains from these thirty-five E. R. U.'s in regard to property taxes, system development charges, water revenues, street improvements or any other "in City" improvements. The only revenue source would be the sewer user and hook-up charges. We would also like to point out that there would be no demands on the other City services, such as police or water, if this hook-up is allowed.

Another point which should be discussed is that allowing a hook-up of this nature is contrary to the goals outlined in the City's Comprehensive Plan, specifically urbanization policy No. 2: "Urban services will not be extended outside the Urban Services Boundary". It may be necessary to go through the public hearings process to allow this hook-up. The Council should investigate this if they decide to proceed with the hook-up.

This request calls for a policy decision which can only be provided by the City Council. Our comments are to give the Council a perspective on the impact of providing sewer service to the Santiam Rest Area. It is not our intent to advocate a position in this matter.

If we can be of further assistance in regard to this proposal, please feel free to contact us.

Cordially,

TIMBERLAND SERVICES, INC.

H. Ronald Hughes

H. RONALD HUGHES, P.E.

HRH/dee

9337

Region 2

I-5

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
December 5, 1979
Salem, Oregon

FILE: 2

**FROM:** Gerald W. Wimer Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

**SUBJECT:** Santiam Safety Rest Area
Pacific Interstate Hwy

**TO:** D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

Please include the following projects affecting the Santiam Safety Rest Area in the approved Six-Year Highway Improvement Program.

1. N. Jefferson Jct.-N. Albany overlay currently scheduled for the January 1980 bid opening includes minimal overlay on the ramps and possibly the small loops but not the large parking area. This minimal overlay is intended to hold the surfacing until a more extensive project is constructed.

2. Santiam S. R. A. water and sewer expansion presently scheduled for the June 26, 1980 bid opening at an estimated $400,000 cost is a must project. Otherwise, health authorities will close this rest area unless other arrangements are made.

3. Expansion of the Santiam S. R. A. has been contemplated for some time and is included in the Interstate Needs study. Current estimated cost as indicated on the attached project request is $2,565,000. We understand there is only one year of interstate program remaining after the current Six-Year Highway Improvement Program and any projects to be constructed under the Interstate program should be included in the Six-Year Highway Improvement Program. We also understand interstate project requests exceed funds available by $200,000,000; more or less. If you can not include the full $2,565,000, this Region recommends the alternative of simply rebuilding the ramps and overlaying the parking areas at an estimated $1,265,000 as indicated on the other attached project request. The revision of these ramps is a vital safety necessity. Numerous accidents occur northbound. District Engineer Howard Johnson estimated that for every reported accident, 10 go unreported. To sum up this particular request: We respectively request the inclusion of $2,565,000 in the new Six-Year Highway Improvement Program, or if funds do not permit, then the reduced $1,265,000 project scaled down to the minimal safety needs.

Thank you for your consideration of these requests.

GW/rgb
cc: H. C. Johnson, K. Oliver, L. Weber

copies to:
L.W. Rulifson
J.H. Versteeg ✓
E.S. Hunter
Frank Turpin
D.O. Christensen
J.B. Boyd
Gary Potter
W. J. Hart

1 Versteeg ✓
Anderson
Christensen copy
Olson
2 Sullivan Jws
Turpin
T

RECEIVED
DEC 07 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

# OREGON STATE HIGHWAY DIVISION
# PROJECT REQUEST

## A. IDENTIFICATION:

Date: 12/3/79

Proposed Section: Santiam Safety Rest Area (Full Expansion) Region: 2

Highway: I-5 St. Hwy. No. 1 M.P. ____ to M.P. ____ Length: ____.

County(s): Marion (Attach Sketch Map)

Recommended Construction Date: ____ Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

## B. FINANCING

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

## C. ROADWAY & TRAFFIC

| | Width | | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 1 | 12 | 8 | | | | 2400 | Est'd | | |
| Proposed Facility: | 1 | m12 | 10 | | | | | | | |

## D. DEFINE THE PROBLEM:

Existing ramps not of current design and parking facilities not adequate.

## E. PROPOSED SOLUTION:

Build new ramps and expand parking facilities.

## F. REASON FOR REQUEST AT THIS TIME:

Update of 1971 est

## G. COST ESTIMATE

| | |
|---|---|
| Roadway Work | $ 2,080,000 |
| R/W (Approx: No. of Parcels 3, Acres 21, Any Reloc. no). | 65,000 |
| Structures | 420,000 |
| Other (Define) ____ | |
| Preliminary Engineering (By Whom) ____ | |
| TOTAL | $ 2,565,000 |

## H. REQUESTED BY:

____ Region Engineer or Section Head

Remarks & Action Taken:

Approval/Disapproval ____ State Highway Engineer Date ____

Approval/Disapproval ____ Asst. Director for Operations Date ____

Oregon Transportation Commission

Approval Date ____

Form 734-1386 (3-78)

# OREGON STATE HIGHWAY DIVISION
# PROJECT REQUEST

Date: 12/3/79

**A. IDENTIFICATION:**

Proposed Section: Santiam Safety Rest Area (Minimal Ramp Safety Improvement & Parking Lot Overlay) Region: 2

Highway: I-5 St. Hwy. No. 1 M.P. ____ to M.P. ____ Length: ____

County(s): Marion (Attach Sketch Map)

Recommended Construction Date: ____ Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

**B. FINANCING**

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

**C. ROADWAY & TRAFFIC**

| | Width | | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 1 | 12 | 8 | | | | 2400 | est'd | | |
| Proposed Facility: | 1 | 12 | 10 | | | | | | | |

**D. DEFINE THE PROBLEM:** Existing ramps not of current design and parking lot needs overlay

**E. PROPOSED SOLUTION:** Build new ramps and overlay parking lot

**F. REASON FOR REQUEST AT THIS TIME:** Budget money in 6-year plan.

**G. COST ESTIMATE** Update of 1971 estimate.

| | |
|---|---|
| Roadway Work | $ 780,000 |
| R/W (Approx: No. of Parcels 3, Acres 21, Any Reloc. no). | 65,000 |
| Structures | 420,000 |
| Other (Define) | |
| Preliminary Engineering (By Whom) | |
| TOTAL | $ 1,265,000 |

**H. REQUESTED BY:** ____
Region Engineer or Section Head

Approval/Disapproval ____
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

1981 Polallie Ck.-Mt. Hood 9338
Sec. of the Mt. Hood Hwy.
(Grading and paving)

9338

5

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>4-129 | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Hood River |
| MODIFICATION NUMBER<br>4 | 4-7-89 | Project Number<br>ERFO-326(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 1, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 9,820,480.00 | $ 8,920,965.00 |
| Federal funds | $ 9,820,480.00 | $ 8,914,565.00 |
| Other revisions | | |

This modification is made for the following reasons: To deobligate Appn Code 099 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of APR, 19'89.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for MANAGER, PROGRAM SECTION
*(Title)*

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 3, 1989

Federal-aid Project No. ERFO-326(1)

Polallie Creek-Yellowjacket Creek Sec.
Mt. Hood Highway
Hood River County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Total from previous estimate of March 4, 1986 $ 410,000.00

Type Code ROW
Right-of-Way

Total from previous estimate of March 4, 1986 $ 168,000.00

Type Code Y050
Cooper Spur Road
Detour Roadway (Sta. 1156+00 to Sta. 1290+00)

Previous Contract No. 9292 All Required $ 576,000.00

Emergency Repair

Total from previous estimate of March 4, 1986 $ 112,210.00

Polallie Creek-Hellowjacket Creek (Permanent Repair)(Contract)
Type Code 6201
Roadway (Sta. 876+00 to Sta. 1235+00)

| | |
|---|---|
| Subtotal from estimate of December 19, 1985 | $ 6,985,360.10 |
| Decrease in Construction Costs | 157,910.00 |
| Subtotal | $ 6,827,450.10 |
| Engineering | 820,904.90 |
| Total | $ 7,648,355.00 |

| | |
|---|---|
| Length of Project | 6.790 mi. |
| Cost of Roadway Per Mile | $ 1,126,414.58 |

Items and Funds retained in reserve were not used on this project.

### Nonparticpating Items

| | |
|---|---|
| Total from previous estimate of March 4, 1986 | $ 6,400.00 |

## SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 410,000.00 | $ 410,000.00 | $ ----- |
| Right-of-Way | 168,000.00 | 168,000.00 | ----- |
| Detour Road (Cont. No. 9295) | 576,000.00 | 576,000.00 | ----- |
| Temporary Work | 112,210.00 | 112,210.00 | ----- |
| Roadway | 7,648,355.00 | 7,648,355.00 | ----- |
| Nonparticipating Items | 6,400.00 | ----- | 6,400.00 |
| Total | $8,920,965.00 | $8,914,565.00 | $ 6,400.00 |

Subjob 011 = 100%
Contract No. 9295
Prefix: C014-1903
C014-2511
C014-1094

Subjob 011 = 97%; Subjob 081 = 3%
Contract No. 9338
Prefix: C014-1903
C09338

Appn Code: 099

DCN:bkw

9338

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>4-3 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Hood River |
| PROJECT REPORT NUMBER | | Project Number<br>ERFO-326(1) |
| MODIFICATION NUMBER<br>32 | 4-1-86 | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 1, 19 81,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 10,418,000.00 | $ 9,820,438.00 |
| Federal funds | $ 10,418,000.00 | $ 9,820,438.00 |
| Other revisions | | |

This modification is made for the following reasons: to release funds for use on project ER-331(4).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1ST day of APR, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Harry A. Potts

Manager, Program Section
*(Title)*

XXXy For: Larry Rulien

State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 4, 1986

FEDERAL AID PROJECT NO. ERFO-326(1)

POLALLIE CREEK-YELLOWJACKET CREEK SECTION
MT. HOOD HIGHWAY
HOOD RIVER COUNTY

## REVISED PROJECT AGREEMENT ESTIMATE

### TYPE CODE PE
### PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 410,000.00 |

### TYPE CODE R/W
### RIGHT OF WAY

| | | |
|---|---|---|
| Right-of-Way | All Required | $ 168,000.00 |

### TYPE CODE Y050
### COOPER SPUR ROAD
### DETOUR ROADWAY (Sta. 1156+00 to Sta. 1290+00)

| | | |
|---|---|---|
| Previous Contract No. 9295 | All Required | $ 576,000.00 |

### EMERGENCY REPAIR

| | | |
|---|---|---|
| Temporary & Permanent (See Project Agreement Estimate dated June 2, 1981) | All Required | $ 112,210.00 |

### POLALLIE CREEK-YELLOWJACKET CREEK (PERMANENT REPAIR)(CONTRACT)
### TYPE CODE 6201
### ROADWAY (Sta. 876+00 to Sta. 1235+00)

TOTAL the same as previous estimate of December 19, 1985 $7,806,265.00

Length of Project ------------------ 6.790 miles

Cost of Roadway Per Mile ------------ $1,149,670.84

### RETAINED IN PROGRAM STATUS

| | | |
|---|---|---|
| Additional Drainage Where Required | All Required | $ 25,000.00 |
| Hood River County (Water) | All Required | 5,000.00 |

| | | |
|---|---|---|
| Planting Deciduous Tree Whips | All Required | 10,000.00 |
| | SUBTOTAL | $ 40,000.00 |
| | Engineering | 5,000.00 |
| | TOTAL | $ 45,000.00 |

## SUMMARY OF FUNDS (100%)

| DESCRIPTION | TOTAL COST | FEDERAL FUNDS |
|---|---|---|
| Preliminary Engineering | $ 410,000.00 | $ 410,000.00 |
| Right of Way | 168,000.00 | 168,000.00 |
| Detour Road (Contract No. 9295) | 576,000.00 | 576,000.00 |
| Temporary Work | 112,210.00 | 112,210.00 |
| Roadway | 7,806,265.00 | 7,806,265.00 |
| SUBTOTAL | $ 9,072,475.00 | $ 9,072,475.00 |
| Reserve (Retained in Program Status) | 45,000.00 | 45,000.00 |
| Reserve | 986,763.00 | 986,763.00 |
| TOTAL | $10,104,238.00 | $10,104,238.00 |

Group 1: 100%; Group 8: 0%
Contract No. 9295
Prefix: 14-1903
Prefix: 14-2511
Prefix: 14-1094

Group 1: 97%; Group 8: 3%
Contract No. 9338
Prefix: 14-1903
Prefix: C09338

Appn Code: 099

## POLALLIE CREEK-YELLOWJACKET CREEK SECTION
(Nonparticipating - State Work)

| | | |
|---|---|---|
| State Responsibility for Damages | All Required | $ 6,400.00 |

RHZ:pf

9338

STATE COPY L

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>Assigned by R.O | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Hood River |
| MODIFICATION NUMBER<br>1 | 8-19-81 | Project Number<br>ERFO-326(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 1, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,266,210 | $ 10,418,000 |
| Federal funds | $ 1,266,210 | $ 10,418,000 |
| Other revisions | | |

This modification is made for the following reasons: Letting of roadway contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19 th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By DHMoehring

Assistant State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G - Files

Oregon State Highway Division
Salem, Oregon August 18, 1981

Federal Aid Project
No. ERFO-326(1)

Polallie Creek-Yellowjacket Creek Section
Mt. Hood Highway
Hood River County

## REVISED PROJECT AGREEMENT ESTIMATE

| | | |
|---|---|---|
| Type Code PE<br>Preliminary Engineering | All Required | $ 410,000.00 |
| Type Code R/W<br>Right of Way | All Required | 168,000.00 |

Type Code Y050
Cooper Spur Road
Detour Roadway (Sta. 1156+00 to Sta. 1290+00)

| | | |
|---|---|---|
| Previous Contract No. 9295 | All Required | $ 576,000.00 |

Emergency Repair

| | | |
|---|---|---|
| Temporary & Permanent (See Project Agreement Estimate dated June 2, 1981) | All Required | $ 112,210.00 |

Polallie Creek-Yellowjacket Creek (Permanent Repair)(Contract)
Type Code 6201
Roadway (Sta. 876+00 to Sta. 1235+00)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | 1 Each | | $ 2,500.00 |
| Mobilization | 90 % | All Required | 495,350.10 |
| Clearing and Grubbing | | All Required | 274,000.00 |
| Removal of Structures and Obstructions | 90 % | All Required | 4,500.00 |
| Ditch Excavation | 130 Cu. Yd. | 10.00 | 1,300.00 |
| General Excavation | 891,800 Cu. Yd. | 2.40 | 2,140,320.00 |
| Extra for Selected Gravel Blanket Material | 7,100 Cu. Yd. | 3.00 | 21,300.00 |
| Stone Embankment | 22,800 Cu. Yd. | 5.00 | 114,000.00 |
| 6"-0 Quarry Run Rock | 150 Cu. Yd. | 10.00 | 1,500.00 |
| Overhaul | 130,900 "C"Yd. Sta. | 0.01 | 1,309.00 |

| | | | |
|---|---|---|---|
| Trench Excavation | 3,920 Cu. Yd. | 4.00 | 15,680.00 |
| Finishing Roadbed and Slopes | 98 % | All Required | 4,900.00 |
| Obliteration of Old Roadway | | All Required | 5,000.00 |
| Watering | 3,820 M-Gal. | 8.00 | 30,560.00 |
| Aggregate Shoulders | 15,465 Ton | 4.00 | 61,860.00 |
| Cement Treated Base Mixture | 84,500 Ton | 5.50 | 464,750.00 |
| Portland Cement in CTB Mixture | 4,650 Ton | 85.00 | 395,250.00 |
| Asphalt in Seal | 180 Ton | 230.00 | 41,400.00 |
| Class "B" Asphalt Concrete Mixture | 33,720 Ton | 10.00 | 337,200.00 |
| Asphalt Cement in Mixture | 1,885 Ton | 185.00 | 348,725.00 |
| Asphalt in Tack Coat | 23 Ton | 230.00 | 5,290.00 |
| Membrane Waterproofing | 470 Sq. Yd. | 10.00 | 4,700.00 |
| Concrete in Box Culvert Extension | 60 Cu. Yd. | 375.00 | 22,500.00 |
| Reinforcement in Box Culvert Extension | 7,415 lb. | 0.60 | 4,449.00 |
| Grouted Rock Ditch | 1,015 Sq. Yd. | 8.00 | 8,120.00 |
| 12'8" X 8'11" Structure Plate Pipe Arch | 76 Lin. Ft. | 300.00 | 22,800.00 |
| 12-inch Culvert Pipe | 1,700 Lin. Ft. | 17.00 | 28,900.00 |
| 18-inch Culvert Pipe | 1,160 Lin. Ft. | 20.00 | 23,200.00 |
| 24-inch Culvert Pipe | 850 Lin. Ft. | 30.00 | 25,500.00 |
| 36-inch Culvert Pipe | 124 Lin. Ft. | 40.00 | 4,960.00 |
| 48-inch Culvert Pipe | 490 Lin. Ft. | 45.00 | 22,050.00 |
| 60-inch Culvert Pipe | 334 Lin. Ft. | 60.00 | 20,040.00 |
| 84-inch Arch Type Pipe | 124 Lin. Ft. | 120.00 | 14,880.00 |
| 8-inch Drain Pipe | 2,670 Lin. Ft. | 6.00 | 16,020.00 |
| Gravel in Drains | 640 Cu. Yd. | 12.00 | 7,680.00 |
| Guard Rail, Type 2A | 15,600 Lin. Ft. | 10.00 | 156,000.00 |
| Guard Rail, Type 3 | 100 Lin. Ft. | 22.00 | 2,200.00 |
| Guard Rail Anchors, Type 1 | 36 Each | 250.00 | 9,000.00 |
| Extra for Guard Rail Bridge Connections | 4 Each | 375.00 | 1,500.00 |
| Rail End Pieces, Type B | 2 Each | 50.00 | 100.00 |
| Rail End Pieces, Type C | 29 Each | 75.00 | 2,175.00 |
| 16' Double Gates | 1 Each | 750.00 | 750.00 |
| Rock Protection Fence | 1,000 Lin. Ft. | 18.00 | 18,000.00 |
| Extra for Asphalt Approaches | 15 Each | 300.00 | 4,500.00 |
| Concrete Barrier | 1,575 Lin. Ft. | 30.00 | 47,250.00 |
| Paved Culvert End Slopes | 970 Sq. Ft. | 8.00 | 7,760.00 |

| | | | |
|---|---|---|---|
| Keyed Riprap Class 2000 (Mod.) | 43,600 Cu. Yd. | 6.00 | 261,600.00 |
| Loose Riprap, Class 2000 | 62,500 Cu. Yd. | 6.00 | 375,000.00 |
| Filter Fabric | 23,000 Sq. Yd. | 1.00 | 23,000.00 |
| Delineators, Type 1 | 226 Each | 23.00 | 5,198.00 |
| Delineators, Type 4 | 70 Each | 9.00 | 630.00 |
| Roadside Seeding and Straw Mulch with Mulch Binder | 30 Acre | 970.00 | 29,100.00 |
| Reseeding and Fertilizing | 30 Acre | 450.00 | 13,500.00 |
| | | | $5,949,756.10 |

**Anticipated Items**

| | | | |
|---|---|---|---|
| Slide Correction | | All Required | $ 25,000.00 |
| Reconst. Polallie Creek Channel | | All Required | 5,000.00 |
| Flood Debris Cleanup | | All Required | 150,000.00 |
| Permanent Pavement Marking | 83 % | All Required | 4,400.00 |
| Temporary Erosion Control | | All Required | 25,000.00 |
| Asphalt Cement Adjustment | 86 % | All Required | 103,700.00 |
| On-the-job Trainees (12)(12,000 hr. @ $0.80) | | All Required | 9,600.00 |
| Bikeway Signs, Stencils and Striping | | All Required | 3,700.00 |
| Footing Repair and Protection (Br. No. 16006) | | All Required | 15,000.00 |
| Erosion Netting | | All Required | 25,000.00 |
| | | | $ 366,400.00 |
| | | SUBTOTAL | $6,316,156.10 |
| | | Engineering | 789,519.90 |
| | | TOTAL | $7,105,676.00 |

Length of Project ------------ 6.790 miles
Cost of Roadway Per Mile -----$1,046,491.31

| Retained in Program Status | | |
|---|---|---|
| Additional Drainage Where Required | All Required | $ 25,000.00 |
| Crystal Springs Water Dist. | All Required | 135,000.00 |
| Hood River County (Water) | All Required | 5,000.00 |
| Planting Deciduous Tree Whips | All Required | 10,000.00 |
| | SUBTOTAL | $ 275,000.00 |
| | Engineering | 34,375.00 |
| | TOTAL | $ 309,375.00 |

## SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 410,000 | $ 410,000 |
| Right of Way | 168,000 | 168,000 |
| Detour Road (Contract No. 9295) | 576,000 | 576,000 |
| Temporary Work | 112,210 | 112,210 |
| Roadway | 7,105,676 | 7,105,676 |
| SUBTOTAL | $ 8,371,886 | $ 8,371,886 |
| Reserve (Retained in Program Status) | 309,375 | 309,375 |
| Reserve | 1,736,739 | 1,736,739 |
| TOTAL | $10,418,000 | $10,418,000 |

Group 1 100%; Group 8 0.00%
Contract No. 9295
Prefix: 14-1903
14-25
14-1094

Group 1 97%; Group 8 0.00%
Contract No. 9338
Prefix: 14-1903
14-1096

9245

State

L.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>6-10-6. | U.S. DEPARTMENT OF TRANSPORTATIO<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-1-81 | STATE<br>OREGON<br>COUNTY<br>HOOD RIVER<br>PROJECT NO.<br>ERFO-326(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Polallie Cr.-Yellowjacket Cr.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 12-25-80 | 6.7 |
| RIGHTS-OF-WAY | | 6.7 |
| CONSTRUCTION | 04-22-81 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 100%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 1,266,210.00 | FEDERAL FUNDS<br>$ 1,266,210.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Asst. State Highway Engineer
*(Title)*
XXX For: H.S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: Dale E. Wilken
Date executed by Division Administrator 6-1-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon June 2, 1981

Federal Aid Project
No. ERFO-326(1)

Polallie Creek-Yellowjacket Creek Section
Mt. Hood Highway
Hood River County

## PROJECT AGREEMENT ESTIMATE

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $410,000.00 |

Type Code R/W

| | | |
|---|---|---|
| Right of Way | All Required | $168,000.00 |

Type Code Y050
Cooper Spur Road
Detour Roadway (Sta. 1156+00 to Sta. 1290+00)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 20,000.00 |
| Clearing and Grubbing | | All Required | 16,000.00 |
| Motor Grader | 100 Hour | 59.60 | 5,960.00 |
| Tractor with Dozer and Ripper Min. 141 EHP | 400 Hour | 71.25 | 28,500.00 |
| Tractor with Dozer and Ripper Min. 250 EHP | 400 Hour | 101.22 | 40,488.00 |
| Loader | 400 Hour | 64.05 | 25,620.00 |
| Dump Truck | 1,200 Hour | 35.00 | 42,000.00 |
| Roller | 100 Hour | 64.05 | 6,405.00 |
| Air Compressor 600 CFM | 40 Hour | 42.00 | 1,680.00 |
| Laborers | 160 Hour | 26.00 | 4,160.00 |
| Explosives | 2,000 Lb. | 5.00 | 10,000.00 |
| Watering | 300 M-Gal. | 12.00 | 3,600.00 |
| 1"-0 Aggregate Base | 9,500 Ton | 9.50 | 90,250.00 |
| Emulsified Asphalt Concrete Mixture | 5,000 Ton | 16.50 | 82,500.00 |
| Emulsified Asphalt in Mixture | 300 Ton | 180.00 | 54,000.00 |
| Aggregate in Sand Choke Seal | 370 Ton | 11.50 | 4,255.00 |
| 1/4"-#10 Aggregate in Chip Seal | 400 Ton | 15.50 | 6,200.00 |
| Emulsified Asphalt in Chip Seal | 39 Ton | 200.00 | 7,800.00 |

| | | | |
|---|---|---|---|
| Asphalt in Tack Coat | 12 Ton | 175.00 | 2,100.00 |
| 18-inch Culvert Pipe | 140 Lin. Ft. | 20.00 | 2,800.00 |
| 24-inch Culvert Pipe | 20 Lin. Ft. | 23.75 | 475.00 |
| 48-inch Culvert Pipe | 4 Lin. Ft. | 58.25 | 233.00 |
| Delineators, Type 1 | 260 Each | 18.00 | 4,680.00 |
| | | | $459,706.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 2,000.00 |
| Temporary Pavement Striping | All Required | 1,000.00 |
| Temporary Protection and Direction of Traffic | All Required | 35,000.00 |
| Temporary Erosion Control | All Required | 4,000.00 |
| | | $ 42,000.00 |
| | SUBTOTAL | $501,706.00 |
| | Engineering | 74,294.00 |
| | TOTAL | $576,000.00 |

Length of Project ------------- 0.00 mi.

SUMMARY OF FUNDS 100%

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 410,000.00 | $ 410,000.00 |
| Right of Way | 168,000.00 | 168,000.00 |
| Temporary | 112,210.00* | 112,210.00 |
| Detour Roadway | 576,000.00 | 576,000.00 |
| SUBTOTAL | $1,266,210.00 | $ 1,266,210.00 |
| Work Retained in Program Status | | |
| Permanent Construction | $11,533,790.00 | $11,533,790.00 |
| TOTAL | $12,800,000.00 | $12,800,000.00 |

* See Attachment #1

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9295 |
| Prefix | 14-1903 |
| Prefix | 14-25 |

Attachment #1

## FLOOD RESTORATION COSTS
## December 1980-March 1981

DETOUR ROAD -- COOPER SPUR COUNTY ROAD
Emergency Repairs
Permanent Repairs Made in Conjunction with Emergency Repairs

14-4726-100 (Pothole Patching)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | $ 2,270.34 | | |
| | Equipment | 599.70 | | |
| | Materials | 337.00 | $ 3,207.04 | $ 3,207.04 |

14-4726-140 (Striping)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | 517.91 | | |
| | Equipment | 111.20 | | |
| | Materials | 579.70 | $ 1,208.81 | $ 1,208.81 |

14-4726-143 (Minor Sign Installation)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | 1,141.57 | | |
| | Equipment | 328.05 | | |
| | Materials | 496.03 | $ 1,965.65 | $ 1,965.65 |

14-4726-159 (Other Traffic Services)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | 64.92 | | |
| | Equipment | 12.20 | | |
| | Materials | -0- | $ 77.12 | $ 77.12 |

14-4726-170 (Snow Removal)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | 584.99 | | |
| | Equipment | 386.80 | | |
| | Materials | -0- | $ 971.79 | $ 971.79 |

14-4726-171 (Sanding)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | $ 2,089.89 | | |
| | Equipment | 1,997.50 | | |
| | Materials | 3,415.00 | $ 7,502.39 | $ 7,502.39 |

14-4726-179 (Other Snow Removal)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | 86.55 | | |
| | Equipment | 11.60 | | |
| | Materials | 2.88 | $ 101.03 | $ 101.03 |

14-4726-181 (Major Settlements/Slides)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | 15,816.19 | | |
| | Equipment | 5,087.21 | | |
| | Materials | 16,461.68 | | |
| TOTAL STATE FORCES | | | $ 37,365.08 | |
| Outside Forces: | Labor & Equipment | 14,038.10 | | |
| | Materials | 2,321.48 | | |
| TOTAL OUTSIDE FORCES | | | $ 16,359.58 | $ 53,724.66 |

14-4726-192 (Road Patrol)

| | | | | |
|---|---|---|---|---|
| State Forces: | Labor | 371.79 | | |
| | Equipment | 76.80 | | |
| | Materials | -0- | $ 448.59 | $ 448.59 |
| TOTAL TO DATE COOPER SPUR | | | | $ 69,207.08 |

MT. HOOD HIGHWAY No. 26 (ORE 35)
Emergency Repairs
Permanent Repairs Made in Conjunction with Emergency Repairs

14-4717-181-75 (Major Settlements/Slides) -- Temporary Repairs

| | | | |
|---|---|---|---|
| State Forces: | Labor | 21,427.63 | |
| | Equipment | 6,548.03 | |
| | Materials | 8,564.66 | $ 36,540.32 |

| | | | | |
|---|---|---|---|---|
| Outside Forces: | Labor & Equipment | $ 5,370.00 | | |
| | Materials | -0- | | |
| | | | $ 5,370.00 | |
| TOTAL TEMPORARY REPAIRS | | | | $ 41,910.32 |

14-4717-181-75 -- Permanent Repairs

| | | | | |
|---|---|---|---|---|
| Outside Forces: | Labor & Equipment | $ 729.90 | | |
| | Materials | 363.50 | | |
| | | | $ 1,093.40 | |
| TOTAL PERMANENT REPAIRS | | | | $ 1,093.40 |
| TOTAL TO DATE (Hwy. #26) | | | | $ 43,003.72 |

| | |
|---|---|
| TOTAL HIGHWAY #26 | $ 43,003.72 |
| TOTAL COOPER SPUR | 69,207.08 |
| | $112,210.80 |

### Polallie Cr.-Yellowjacket Cr. Section
(non participating - State work)

| | | | | |
|---|---|---|---|---|
| State Responsibility for Damages | 92 % | All Required | $ | 6,400.00 |

jc cc: OSHD (Rulien)

9338

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>7 | COUNTY<br>Hood River | DIVISION<br>Oregon |
| DATE OF REPORT<br>1/5/88 | REPORT MADE BY 1-5-88<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>ERFO-326(1), ER-327(1), ER-328(1), FR-F-24(31) |
| COMPLETION DATE (Actual)<br>9/2/83 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>4/17/86 | TIME ELAPSED<br>93 % | CONTRACT TIME<br>500 days |

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## POLALLIE CREEK - MT. HOOD SECTION
## MT. HOOD HIGHWAY
## Grading & Paving

This project provided for the repair of flood damaged areas on the Mt. Hood Highway. The work included realignment through about half the damaged areas and extensive repair to the remainder of the flood zone. Also there was some pavement overlay outside the flood damage and which was funded with regular primary funds.

The final cost of $8,608,094 is one percent over the authorization.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 8 '88
REFER TO Fredrickson
FOR
Info | R/O | D/R | Act

Ory
1/11

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Thomas P Lowe | | SIGNATURE<br>John T. Price | |
| TITLE<br>Area Engineer | DATE<br>1/6/88 | TITLE<br>District Engineer | DATE<br>1/7/88 |

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

-9338

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>5-203 + 204 | U.S. Department of Transportation<br>Federal Highway Administration | State<br>OREGON |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>5-27-87 | County<br>HOOD RIVER |
| MODIFICATION NUMBER<br>1 | | Project Number<br>FR-F-24(31) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 19, 1981,

is hereby modified as follows:

| | Former amount | Revised amount | |
|---|---|---|---|
| Estimated total cost of project | $ 258,625 | $ 272,280 | |
| Federal funds | $ 228,055 | $ 228,055 | (110) |
| | | 12,040 | (010) |
| Other revisions | | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of MAY, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

NEIL GOLDSCHMIDT
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 11, 1987

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 80353
Project No. FR-F-24(31)
Yellowjacket Creek-Mt. Hood Section
Hood River County

I request your approval of a program change to joint finance the subject project utilizing Appn Code (010) funds. This change will require the following revisions:

1) Add (010) Appn Code.

Revisions in financing are as indicated on the attached agreement.

RLC:pf
Attachment

cc: General Files
R. Oakes
Accounting

Form 734-3122 (1-87)

Gen Files

Oregon State Highway Division
Salem, Oregon March 10, 1987

Federal-Aid Project No. FR-F-24(31)

Yellowjacket Creek-Mt. Hood Section
Mt. Hood Highway
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 1235+00 to Sta. 1357+00)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Class "B" Asphalt Conc. Mixture | $ 10.00 | 5,600 | $ 56,000.00 | 6,133 | $ 61,330.00 |
| Asphalt Cement in Mixture | 185.00 | 313 | 57,905.00 | 358 | 66,230.00 |
| | | | $113,905.00 | | $127,560.00 |

| | |
|---|---|
| Increase | $ 13,655.00 |
| Subtotal from Estimate on August 18, 1981 | 229,889.01 |
| Subtotal | $243,544.01 |
| Engineering | 28,735.99 |
| Total | $272,280.00 |

Length of Roadway --------------- 2.311 mi.
Cost of Roadway Per Mile -------- $117,819.13

SUMMARY OF FUNDS (88.18%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Roadway | 110 | $258,625.00 | $228,055.00 | $30,570.00 |
| Roadway | 010 | 13,655.00 | 12,040.00 | 1,615.00 |
| TOTAL | | $272,280.00 | $240,095.00 | $32,185.00 |

Group 2: 3%; Group 8: 0.00%
Contract No. 9338
Prefix: 14-1903
Prefix: C09338

RLC:pf

9338

STATE CO

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>8-118&8-119 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>8-19-81 | STATE<br>Oregon<br>COUNTY<br>Hood River<br>PROJECT NO.<br>FR-F-24(31) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Yellowjacket Creek-Mt. Hood

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-1-81 | 2.311 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 258,625.00 | FEDERAL FUNDS<br>$ 228,055.00 (Appn Code 110) |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

XXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator AUG 19 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - File

Oregon State Highway Division
Salem, Oregon August 18, 1981

Federal Aid Project
No. FR-F-24(31)

Yellowjacket Creek-Mt. Hood Section
Mt. Hood Highway
Hood River County

# PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 1235+00 to Sta. 1357+00)

| | | | |
|---|---|---|---|
| Mobilization | 9 % | All Required | $ 49,535.01 |
| Temporary Protection and Direction of Traffic | | All Required | 10,000.00 |
| Temporary Signs | 116 Sq. Ft. | 13.00 | 1,508.00 |
| Temporary Barricades | 2 Each | 150.00 | 300.00 |
| Flagmen | 1,000 Hour | 1.00 | 1,000.00 |
| Removal of Structures and Obstructions | 10 % | All Required | 500.00 |
| Finishing Roadbed and Slopes | 2 % | All Required | 100.00 |
| Watering | 25 M-Gal. | 8.00 | 200.00 |
| Aggregate Shoulders | 725 Ton | 4.00 | 2,900.00 |
| Class "B" Asphalt Concrete Mixture | 5,600 Ton | 10.00 | 56,000.00 |
| Asphalt Cement in Mixture | 313 Ton | 185.00 | 57,905.00 |
| Asphalt in Tack Coat | 17 Ton | 230.00 | 3,910.00 |
| Guard Rail, Type 2A | 1,000 Lin. Ft. | 10.00 | 10,000.00 |
| Guard Rail Anchors, Type 1 | 14 Each | 250.00 | 3,500.00 |
| Rail End Pieces, Type C | 13 Each | 75.00 | 975.00 |
| Extra for Asphalt Approaches | 39 Each | 300.00 | 11,700.00 |
| Delineators, Type 1 | 74 Each | 23.00 | 1,702.00 |
| Delineators, Type 4 | 6 Each | 9.00 | |
| | | | $211,789.01 |

| | | | |
|---|---|---|---|
| Anticipated Items | | | |
| Permanent Pavement Striping | 17 % | All Required | $ 900.00 |
| Asphalt Adjustment | 14 % | All Required | 17,200.00 |
| | | | $ 18,100.00 |
| | | SUBTOTAL | $229,889.01 |
| | | Engineering | 28,735.99 |
| | | TOTAL | $258,625.00 |

Length of Roadway ----------------- 2.311 mi.
Cost of Roadway Per Mile ----------$111,910.42

SUMMARY OF FUNDS

| | |
|---|---|
| Federal Funds (Appn Code 110) | $228,055.00 |
| State Funds | 30,570.00 |
| TOTAL | $258,625.00 |

Group 2 3% Group 8 0.00%
Contract No. 9338
Prefix: 14-1903
Prefix: 14-1096

Polallie Cr.-Mt. Hood Section
(non participating-State Work)

State Responsibility for Damages (8%) All Required $ 500.00

9338

May 23, 1986

CON 5 - #9338

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On April 21, 1986, we wrote to you concerning release of final payment on Contract No. 9338 awarded to Roy E. Ladd, Inc. for work on the Polallie Creek-Mt. Hood Section of the Mt. Hood Highway in Hood River County.

Final payment on this contract is $79,671.71 and the total contract amount is $7,118,038.53 including $306,010.01 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Roy E. Ladd, Inc.
P.O. Box 756
Redding, CA 96099

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9338 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-F-24(31)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Hood River
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80353

5-18-87

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 22 '87
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE May 12, 1987
8. FEDERAL ROUTE NUMBER FAP 24
9. STATE ROUTE NUMBER 26

10. GENERAL LOCATION:
Yellowjacket Creek - Mt. Hood Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/11/87 we approve the Program Change to joint finance the subject project utilizing Appn Code 010 funds.

14. DATE 5/18/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

files

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

5-12-86

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Mocon Corporation<br>Contract No. 9880 | Lombard St.-Marine Dr. Conn. (Ptld.)<br>Multnomah County | 4-2-86 |
| Cascade Const. Co., Inc.<br>Contract No. 10039 | River Rd.-E. Portland Freeway<br>Clackamas County | 4-4-86 |
| Roy E. Ladd, Inc.<br>Contract No. 9338 | Polallie Cr.-Mt. Hood<br>Hood River County | 4-17-86 |
| Hamilton Electric, Inc.<br>Contract No. 9850 | Truck Escape Ramps<br>Jackson County | 4-18-86 |
| Bayview Transit Mix, Inc.<br>Contract No. 10062 | District 1 Paving Project<br>Clatsop County | 4-23-86 |
| A & R Construction, Inc. dba<br>LACO Construction<br>Contract No. 9787 | Malheur River Bridge<br>Malheur County | 4-24-86 |
| Gervais Construction, Inc.<br>Contract No. 9739 | Col. Riv. Toll Plaza (Astoria)<br>Clatsop County | 4-24-86 |
| Roseburg Paving Co.<br>Contract No. 9993 | S.Fork Coquille R.-Railroad Ave.<br>Coos County | 4-24-86 |
| Don Haisch Const., Inc.<br>Contract No. 9983 | SE Ochoco St.-SE 17th Ave.(Mil.)<br>Clackamas County | 4-24-86 |
| Columbia Pacific Const.<br>Contract No. 10127 | Plum Cr. (Bethel Rd.) Br.<br>Polk County | 4-24-86 |
| M & J Electric, Inc. dba<br>Marine & Industrial Elect.<br>Contract No. 9894 | Sunset Hwy. @ Cornell Rd.<br>Washington County | 4-24-86 |
| Donald M. Drake, Co.<br>Contract No. 9188 | Mult. Co. Maint. & Operations Fac.<br>Multnomah County | 4-24-86 |
| Clarke Electric, Inc.<br>Contract No. 9619 | Chemawa Intch.-Pine St. NE<br>Marion County | 4-24-86 |
| Cascade Const. Co., Inc.<br>Contract No. 9701 | Arterial St. O'lay Proj. #4, Unit 2<br>Multnomah County | 4-24-86 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Schoolhouse R Electric<br>Contract No. 9910 | Beltline Hwy. @ Barger Ave.<br>Lane County | 4-24-86 |
| J. C. Compton Company<br>Contract No. 9996 | Region 3 Seal Project<br>Various Counties | 4-25-86 |
| Holm II, Inc.<br>Contract No. 9974 | Mill Cr. (Lower Mill Cr. Rd.) Br.<br>Yamhill County | 4-25-86 |

EXPENDITURE RECAP

| | ABOVE PROJECTS | FY TO DATE |
|---|---|---|
| Original Authorization | $ 24,217,551.84 | $ 166,990,171.22 |
| Anticipated Costs | $ 25,078,623.66 | $ 168,421,423.72 |
| % Overrun (Underrun) | +3.6% | + .09% |

May 12, 1986

W. E. Schwartz, P.E.
Asst. State Highway Engineer

CPC/FL6/MAY86

9337

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 3, 1986

TO: Oregon Transportation Commission

CON 5

CC 6

FROM: for Harry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Polallie Creek-Mt. Hood Section
Mt. Hood Highway, Hood River County
Contract No. 9338

This federal aid grading and paving project, using emergency relief funds, has been completed and it is apparent that the final costs will exceed the project authorization by $489,000 or six (6%) percent.

This project was necessitated by disastrous flood damage and closure of the existing highway on December 25, 1980. Because of the need to expedite the restoration of the highway, this project was prepared for contracting with the use of uncontrolled aerial photography. This was done with the realization that variations would be encountered and adjustments would have to be made to the project during construction. This required more than normal control and engineering evaluation of the project during the construction to anticipate problems and possible solutions and to be in a position to implement the revisions and adjustments as necessary.

It was originally anticipated that earthwork, drainage and materials would be the major areas of work which would require adjustments and revisions. This was borne out during construction as evidence by the revisions and adjustment in the grades, alignment, slopes and culverts which resulted in a major increase in the cost of general excavation; of culvert and drainage facilities; of erosion protections such as topsoil, seeding and mulching and riprap; and of additional clearing and grubbing.

The shut down of the contractor's paving operations because of suspected contamination of the mixture resulted in an $85,000 claim settlement.

The construction engineering overrun is related to the increased control, evaluation, revision and adjustments that were necessary as discussed above.

Form 734-3122

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $489,000 to a new total of $8,119,070.63. This matter will be on the consent calendar for the April 15 meeting.

LR:HHP:kjm

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Dale Allen
George Bell

COM/LET/1

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 3, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Polallie Creek-Mt. Hood Section
Mt. Hood Highway, Hood River County
Contract No. 9338

RECEIVED
STAT HWY ENGR
APR 3 '86
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

This federal aid grading and paving project, using emergency relief funds, has been completed and it is apparent that the final costs will exceed the project authorization by $489,000 or six (6%) percent.

This project was necessitated by disastrous flood damage and closure of the existing highway on December 25, 1980. Because of the need to expedite the restoration of the highway, this project was prepared for contracting with the use of uncontrolled aerial photography. This was done with the realization that variations would be encountered and adjustments would have to be made to the project during construction. This required more than normal control and engineering evaluation of the project during the construction to anticipate problems and possible solutions and to be in a position to implement the revisions and adjustments as necessary.

It was originally anticipated that earthwork, drainage and materials would be the major areas of work which would require adjustments and revisions. This was borne out during construction as evidence by the revisions and adjustment in the grades, alignment, slopes and culverts which resulted in a major increase in the cost of general excavation; of culvert and drainage facilities; of erosion protections such as topsoil, seeding and mulching and riprap; and of additional clearing and grubbing.

The shut down of the contractor's paving operations because of suspected contamination of the mixture resulted in an $85,000 claim settlement

The construction engineering overrun is related to the increased control, evaluation, revision and adjustments that were necessary as discussed above.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

81-125-1367

Attached is a rough draft letter to the Transportation Commission requesting an increase of $489,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:kjm

Attach.

cc: D. D. Allen
W. R. Meritt
B. M. Walton
D. L. Trout

COM/MEM/1

9338 N

gr

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO 12-19-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE 9/5/85

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Polallie Creek - Mt. Hood

11. GENERAL DESCRIPTION OF WORK

Install Terminals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement, if additional funds are required, I approve the advance authorization date of 9/5/85 as requested in Mr. Fredrickson's letter of 12/11/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $5,500; Federal Funds $5,500.

RECEIVED
STATE HWY ENGR
DEC 23 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 12/23

14. DATE 12/19/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE For Divison Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9338

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Polallie Creek - Mt. Hood

WEEK ENDING: June 9, 1984

SECTION PREFIX: 14-1096

HIGHWAY: Mt. Hood #35

COUNTY: Hood River

NAME OF JOB: Polallie Creek - Mt. Hood

KIND OF WORK: Grading and Paving

CONTRACTOR: Roy E. Ladd, Inc.

CONTRACT NUMBER: 9338

FED. AID PRO. NO.: ERFO-326(1) ER-327 & 8(1) & FR-F-24(31)

DATE OF CONTRACT: August 11, 1981

DATE WORK STARTED: August 24, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 600 CWD

CALENDAR DAYS USED: 560

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

PROJECT AUTHORIZATION: $7,630,070.63

EXCLUSIVE OF ENGINEERING: $7,087,487.83

ENGINEERING AUTHORIZATION: $542,582.80

% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $7,115,400.00

ENGINEERING COST TO DATE: $694,121.14

% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 102

ESTIMATED PERCENTAGE: OVERRUN: 2.1 %

PERCENT OF AUTHORIZATION: 128 %

DATE PROJECT WAS COMPLETED: September 2, 1983

ESTIMATED PERCENT COMPLETE (ROADWAY)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD. | RIPRAP | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUM. MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT: | 6.8 | 6.8 | | | 9.11 |
| MILES PARTIALLY COMPLETED: | | | | | |
| MILES COMPLETED: | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT): | 891,000 CY | 84,500 Ton | | | 39,350 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE: | 930,000 CY | 90,900 Ton | | | 43,150 Ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE: | 930,000 CY | 90,900 Ton | | | 43,150 Ton |
| AVERAGE DAILY QUANTITIES: | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME: | | | | | |
| NUMBER OF SHIFTS PER DAY: | | | | | |
| HOURS PER SHIFT: | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.:

PERCENT:

| DAY & DATE | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 3 | Cldy - Warm | 0 | | |
| MONDAY | 4 | Rain - Cool | 0 | | |
| TUESDAY | 5 | Rain - Cool | 0 | | |
| WEDNESDAY | 6 | Rain - Cool | 0 | | |
| THURSDAY | 7 | Cldy - Cool | 0 | | |
| FRIDAY | 1 | Cldy - Cool | 0 | | |
| SATURDAY | 2 | Cldy - Cool | 0 | | |

RECEIVED
JUN 11 1984
CONSTRUCTION SECTION

CE EM CAE
COE OM
CA
CAM
CP
LEO
LS TC
SA CC
FE
MA
QCS
FILE

POLALLIE CREEK - MT. HOOD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 3 | No work. |
| MONDAY 4 | No work. |
| TUESDAY 5 | No work. |
| WEDNESDAY 6 | No work. |
| THURSDAY 7 | No work. |
| FRIDAY 1 | No work. |
| SATURDAY 2 | No work. |

R E M A R K S

This week: The semi-final data has been submitted through Region 4 on Friday, June 8, 1984.

```
**********************
*                    *
*    FINAL REPORT    *
*                    *
**********************
```

SIGNED W. Reid Meritt LOCATION The Dolles

W. Reid Meritt, Project Manager

__C[illegible]CTION, 3; __W/BRIDGES, 4; __REGION 1; __REGION 4; __FILE;

9338

Hood Riv. Co.

# PROJECT PROSPECTUS
## PART 4 — SURVEY AUTHORITY

**SEE INSTRUCTIONS ON REVERSE**

KEY ID#

REGION: Metro

SECTION: Polallie Creek - Yellowjacket Creek

| | | | |
|---|---|---|---|
| SURVEY AUTHORITY | AUTHORIZATION NO. 2 | PREFIX 14-1903 | DATE 10-17-83 |

| ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION | ITEM | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 901 PROJECT MANAGER | $ | $ 50,050 | 915 AUDITS | $ | $ | 933 SURFACE DESIGN | $ | $ |
| 902 CITIZEN'S INVOLVEMENT | | | 916 PHOTOGRAMMETRY | | 24,050 | 934 GEOLOGY | | |
| 903 LOCAL GOVERNMENT | | | 918 LOCATION | | 34,250 | 935 SOILS | | 150 |
| 904 CONSULTANT | | | 919 ENGINEERING GRAPHICS | | | 936 REGION TRAFFIC | | |
| 905 FINAL DESIGN | | 75,450 | 920 PROGRAM MANAGEMENT | | 1,250 | 937 HYDRAULICS | | |
| 906 BRIDGE DESIGN | | 2,950 | 921 SPECIFICATIONS | | 6,650 | 938 REGION ENVIRONMENT | | |
| 907 PRELIMINARY DESIGN | | 50 | 922 ADMIN SERVICES | | 200 | 949 URBAN STUDIES | | |
| 909 RIGHT-OF-WAY DESCRIPTION | | 11,800 | 923 ENVIRONMENTAL SECTION | | 7,500 | 950 TRAINING | | 650 |
| 910 REGION GEOLOGIST | | 72,700 | 924 D.O.T. | | | 955 R/W RELOC. ASSISTANCE | | |
| 911 TRAFFIC SECTION | | 50 | 925 AIR MONITORING | | | 960 PERSONAL LEAVE | | 100 |
| 912 LANDSCAPE | | 1,500 | 926 FOUNDATION | | 21,500 | 980 PUBLIC HEARING | | |
| 913 RIGHT-OF-WAY LIAISON | | 1,650 | 927 FREE BRIDGE DESIGN | | | 908 Field Testing | | 50 |
| 914 REGION UTILITY LIAISON | | 1,400 | 932 RAILROAD & UTILITIES | | | | | |
| | | | | | | TOTALS | $ | $ 314,000 |
| RIGHT-OF-WAY PREFIX | | | | | | PREVIOUS AUTHORIZATION | | $ 300,000 |
| FEDERAL AID PROJECT NUMBER<br>ERFO-326(1) | | | | | | ADD. AUTH. REQUIRED | | $ 14,000 |

LOCATION ENGINEER'S REMARKS

$410,000 approved by FHWA.

REFERRED TO

Watson ... Mann ...
Cole ... Stoudenmeyer ...
Eriksen ... King ...
Beard ... Bedford ... Leu
Return Discuss Do File ... i ue
By FINAL DESIGN ENG NEE

1 Verstoez ✓
(cy) Anderson
2 Adams
(cy) Macnab
3 Stoudenmeyer
Terpin
4 Trout
(cy) Wakerlig
5 Molly —

RECEIVED
OCT 26 1983
ROAD DESIGN SECTION

(cy to Lyle)

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Bring-UP

| | | | |
|---|---|---|---|
| PREPARED BY<br>Donald Berg, Cost & Records Spec | DATE<br>10-17-83 | ret. APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS<br>X | DATE<br>10/21/83 |
| RECOMMENDED, REGION ENGINEER<br>X | DATE | APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES<br>X | DATE<br>10-21-83 |
| RECOMMENDED, LOCATION ENGINEER<br>X | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE<br>12-25-80 | |

734-1914 (7-82)

9338 S

# Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

**Subject:** Oregon Project ERFO-326(1)
Polallie Creek-Mt. Hood Section
Mt. Hood Highway
Price Agreement No. 11-Claim Settlement

**Date:** September 29, 1983

**Reply to Attn. of:** HFO.4/5-OR

**From:** Division Administrator

**To:** Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Price Agreement No. 11 and the supporting data submitted with your July 27, 1983 memorandum regarding compensation to the contractor in response to his claim for costs incurred during his paving operation while burner fuel testing was being conducted.

We agree with your analysis and approve this settlement in the amount of $85,000.

Burner fuel has been previously identified as a possible contamination source of asphalt concrete mixtures. This source of contamination has become more of a concern as the more traditional fuels have become more expensive making reclaimed or other lower grade fuels more economically desirable. We are encouraged that you have developed a specification process whereby suspected burner fuel contamination of an asphalt concrete mixture can be identified.

From the experience gained on this project it appears that further effort should be directed in this area to gain additional information to help verify the contamination identification process. This information should be kept current and made available to project personnel to assist them and others in the interpretation of burner fuel contamination test results on specific projects.

G. K. Hossner
for Dale E. Wilken

Attachment
cc:
OSHD (G Potter)
OSHD (C T Keasey)

RECEIVED
STATE HWY ENGR
OCT 3 '83
REFER TO Keasey-Allen
FOR

| Info | Ines | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

dp 10/6

WES

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# PRICE AGREEMENT

STATE COPY

P

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>POLALLIE CREEK - MT. HOOD | | CONTRACT NO.<br>9338 |
| HIGHWAY<br>MT. HOOD | COUNTY<br>HOOD RIVER | PREFIX<br>14-1096 |
| CONTRACTOR'S NAME AND ADDRESS<br>ROY E. LADD, INC.<br>P.O. BOX 756<br>REDDING, CA 96099 | | F. A. PROJECT NO.<br>ERFO-326(1)<br>PRICE AGREEMENT NO.<br>11 |

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Claim settlement for contractor's standby and labor costs incurred during the shutdown period in the paving operation from May 17 through May 23, 1983, as directed by the engineer.

| PAY ITEM NO. | ITEM DESCRIPTION | EST. QUANTITY | UNIT | AGREED UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 3011 | Standby & Labor Cost Claim Settlement | 100% | Lump Sum | $85,000.00 | $85,000.00 |

APPROVED EFFECTIVE DATE 7-19-83
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Field Operations Engineer
DATE 9-30-83
FEDERAL HIGHWAY ADMINISTRATION

7/19/83
Okay
W. Richard

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 85,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Measurement and payment will be full and complete compensation for all costs incurred during the shutdown period, and no additional claims will be submitted.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Mark Gerber 7/6/83
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER Walte Barth DATE 7/8/83

APPROVAL RECOMMENDED ~~OR APPROVED BY REGION~~ Robert Pool DATE 7-14-83

NOTED OR APPROVED BY CONSTRUCTION O. B. Jackmond DATE 7-19-83

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

HIGHWAY DIVISION

P

# PRICE AGREEMENT

## APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

| | | |
|---|---|---|
| **PROJECT NAME (SECTION)**<br>POLALLIE CREEK - MT. HOOD | | **CONTRACT NO.**<br>9338 |
| **HIGHWAY**<br>MT. HOOD | **COUNTY**<br>HOOD RIVER | **PREFIX**<br>14-1096 |
| **CONTRACTOR'S NAME AND ADDRESS**<br>ROY E. LADD, INC.<br>P.O. BOX 756<br>REDDING, CA 96099 | | **F. A. PROJECT NO.**<br>ERFO-326(1)<br>**PRICE AGREEMENT NO.**<br>11 |

**DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:**

Claim settlement for contractor's standby and labor costs incurred during the shutdown period in the paving operation from May 17 through May 23, 1983, as directed by the engineer.

| PAY ITEM NO. | ITEM DESCRIPTION | EST. QUANTITY | UNIT | AGREED UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 3011 | Standby & Labor Cost Claim Settlement | 100% | Lump Sum | $85,000.00 | $85,000.00 |

7/19/83
Okay
a. Richard

**ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT:** INCREASE ~~DECREASE~~ $ 85,000.00

**SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:**

Measurement and payment will be full and complete compensation for all costs incurred during the shutdown period, and no additional claims will be submitted.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Mark Gerber — 7/6/83
CONTRACTOR — DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER: Walt Barth — DATE: 7/8/83

APPROVAL RECOMMENDED ~~OR APPROVED BY DIVISION~~ — DATE: 7-14-83

NOTED OR APPROVED BY CONSTRUCTION: O. B. Jackmond — DATE: 7-19-83

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE rll 9338

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO

8-4-83

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/20/83

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Polallie Creek - Yellowjacket Creek Section

11. GENERAL DESCRIPTION OF WORK:

Pave area at Station 917+00 to 922+00 Rt.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/20/83 as requested in Mr. Keasey's letter of 7/27/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $8,035.14 Federal Funds.

RECEIVED
STATE HWY ENGR
AUG 9 '83
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to Ro

14. DATE 8/4/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll
7338

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7- -83

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: ERFO-326(1)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: ER-1

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/24/83

8. FEDERAL ROUTE NUMBER: Primary 24

9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:

Polallie Creek -Yellowjacket Section

11. GENERAL DESCRIPTION OF WORK:

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/24/83 as requested in Mr. Keasey's letter of 7/13/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $2,500 Federal Funds.

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
7/22

14. DATE: 7/19/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338 5

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-19-83

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

3A. COUNTY NAME Hood River

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/22/83

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Polallie Creek - Yellowjacket Creek Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install temporary continuous rail traffic barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/22/83 as requested in Mr. Keasey's letter of 7/13/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $400 Federal Funds.

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig. to 7/22

14. DATE 7/19/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)

PREVIOUS EDITIONS MAY BE USED

9331

SCHWARTZ

8

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JUN 2 '83
REFER TO
FOR

**TO:** C. T. Keasey
Construction Engineer

**DATE:** May 31, 1983

**FROM:** Robert C Pool
R. C. Pool
Region Operations Engineer

**SUBJECT:** Polallie Creek-Mt. Hood
Contract No. ~~90330~~ 9331

NOTED
W. E. SCHWARTZ

You are aware of some of the problems we have had with the paving on this project. We had Babler shut down for a week, and in the process learned a lot about "C" values, contamination, aging, and operation of drier drum plants. I will attempt to put the whole thing in perspective and let you know what we learned.

We started paving on May 12 and got our first "C" values back from the lab on May 16, after two days of paving. The "C" values were 20.2 and 27.7, which is less than the required 30. We felt this indicated contamination, so the paving was shut down until it could be corrected.

The contractor was using No. 2 diesel for burner fuel, and the lab tests of this material showed it was contaminated and didn't meet the industry specification. We learned later that the contaminated diesel fuel did not result in contaminated asphalt, but it certainly did add a confusion factor to our discussions.

On May 18 we met with the contractor in an effort to find a solution to the problem. Tom Babler was adamant that their plant was not contaminating the asphalt. He and his engineer went on to some length explaining that drier drum plants do not age the asphalt because of the reduced amount of oxygen in a drum plant. We then produced a list of projects which were constructed last year which had "C" values in the range from 0 to 200, with many of them in the 100 to 160 range.

We also discussed the gas chromatograph test performed by Oregon State University. Babler claimed that this was not a reliable test for indication of contamination. During the discussions, it was brought out by Babler's plant man that the asphalt feed was located 25 feet from the burner flame. Also, on their boeing plant the asphalt feed is only 15 feet from the burner flame. At this point, we felt that we had discovered the cause of the problem. Babler decided to move the asphalt feed 10 feet closer to the fire and run another small batch, and again test for contamination. They did this on the 19th and we had "C" values from this material back from the lab about noon on the 20th.

The "C" values were essentially the same as they were on all previous tests--22.3, 26.9, and 28.8. At this point we felt that Babler's plant was contaminating the mix and that our options were to convert to propane or go to a harder asphalt. The latter wouldn't eliminate the contamination, but it would give a harder asphalt on the road.

In a telephone conversation with Jim Wilson, he advised that a recent Arizona-Texas study indicated that the heavier the burner fuel for the drier drums, the lower the asphalt viscosity on the road. Also, he didn't like the idea of going to AR 8,000 asphalt because of the end result of having harder asphalt on the road with the resultant greater thermal cracking.

We also had a telephone conversation with Tom Babler. He had been talking with Dr. John Brock who was instrumental in the development of the CMI Drier Drum Plant. Dr. Brock told him that when a bag house is hooked up to a drum plant, that the flow of oxygen is severely restricted, hence the asphalt ages very little. Tom also said that he was the only contractor using a bag house in conjunction with a drier drum plant, so that explains why we obtain higher "C" values from other contractors with drum plants.

At this point, we felt that the only way to know for sure that his plant was not contaminating the asphalt was to switch to propane burner fuel. We asked him to do this, and he said he would start immediately to make the conversion.

Babler also said that the manufacturer's recommendation for location of the asphalt feed was variable from 15 to 25 feet from the burner flame.

Meanwhile, Jim Wilson had been talking with Jim Schrocman, a consultant with expertise in drum plants, and he offerred the following suggestions as to why the asphalt might not be hardening:

(1) The asphalt feed should not be closer to the flame than the mid-point of the drum.

(2) It is very important to get a good aggregate veil in the drum, across the full width of the drum. The problem with an inadequate veil of rock is that the flame can go around the rock rather than through it.

(3) The stack temperature should not be higher than 30 degrees above the asphalt discharge temperature.

(4) If there is uncoated sand at the right side of the AC discharge, this indicates a poor aggregate veil.

(5) High moisture content in the aggregate causes less hardening.

(6) The slope of the drum should be from 2½ to 5°.

On May 25 the contractor started production with propane burner fuel. The resultant "C" values were in the same range that they had been with the diesel fuel. They varied from 20 to 29. This convinced us that we had not been contaminating the asphalt with diesel fuel, and that the low "C" values resulted from a plant-baghouse combination that produced little aging. The contractor then switched back to diesel fuel because of the lower cost.

Our only concern at this point was whether or not the material out on the road was satisfactory. The viscosity on the road is in a range of 1800 to 2400 poise. This is in the range that you would expect from AR 2000 asphalt. Jim Wilson felt that this would be satisfactory for this particular mix design and location. His only concern was with some borderline stability values that were obtained. Since the traffic will be minimal on this stretch of highway, we felt that the mix would be satisfactory.

## LESSONS LEARNED

(1) The "C" value is a test for contamination, but it doesn't necessarily mean that contamination is present.

(2) The "C" value gives you the amount of aging plus the amount of contamination, and there is no quick way to tell what a low "C" value means, i.e., whether you have little aging and no contamination or a lot of aging and a lot of contamination.

(3) The gas chromatograph test gets more specific on the contamination but it will not detect contamination of less the ½ of one percent. One-fourth of one percent contamination can produce a 100% change in viscosity of asphalt.

(4) Switching to propane fuel will assure no contamination, but this is hardly reasonable because of the expense.

(5) We should be specifying a range of acceptable viscosity on the street. This is what AR grading was supposed to do, but isn't. The variable we haven't been considering is the AC plant.

(6) There may be a direct connection between the amount of hardening (aging) developed by various plants and the rutting/raveling problems. "C" values near 100 are best, very low or very high could indicate problems.

(7) There seemed to be a general consensus that the mix temperature at the paver near the upper limits should be attained--about 290°.

## WHERE DO WE GO FROM HERE?

On other jobs this summer we will submit samples on the first paving day to check "C" values, but frankly we are confused as to what course of action we should take if we get low "C" values again. Under our new specifications we would probably do the following:

(1) If we suspect contamination, require the contractor to eliminate it.

(2) If we do not suspect contamination, and are getting too low a viscosity on the street, determine if the plant is operating as intended by the manufacturer. If not, require changes. Another option would be to change the grade of asphalt.

If you have any further thoughts on this, we would like to hear them.

RCP:br

CC: Pat Schwartz
Jim Wilson
R. VanCleave
Barry Hatcher
Reid Meritt
Wil Robertson
Dave Carter
Ed Hardt
J. H. Versteeg

9338

8

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO Schwartz
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| X | | | | | | |

May 27, 1983

In Reply Refer to
File No.:

NOTED
W. E. SCHWARTZ

Babler Brothers, Inc.
6201 SE Lake Road
Milwaukie, OR 97222

RE: Polallie Creek

Dear Lloyd and Tom:

The purpose of this letter is to express the Highway Division's appreciation for the assistance your people provided in helping solve the problems on the Polallie Creek project.

When the "C" Value problem arose, which was new to everyone, it would have been easy for both sides to become entrenched into their positions and not budge. What happened, instead, was that everyone involved started gathering up all available information, talking, making suggestions, and we left the meeting at The Dalles feeling we had not only solved the problem but may have started to unravel the whole question of early pavement ravelling. At that meeting, the group was determined to find a solution and it was immaterial whether it came from Dave Carter of FHWA, Pete Moore, John, Bob Pool, or from data our Lab people (who had worked all night to have results ready for the meeting).

When the solution failed it was a major setback. We were all disappointed and frustrated but again started questioning what was wrong and began getting more bits and pieces from Jim Wilson, your PhD's, our PhD's, plant manufacturers, and about anyone, including asphalt roofers.

The persistance and cooperation paid off in some positive results. Namely, that the pavement that was placed was satisfactory and perhaps more important, the amount of information and laboratory data that was collected.

With the "R & D" completed, I would like to resolve at the earliest possible date the costs to your company. I have asked Reid and Pete to set a time next week to review these costs and hopefully, get the package with their recommendation into our Construction office before the project is complete.

Yours very truly,

Dale D. Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr

cc: H. S. Coulter
L.T. Contractors, Inc, PO Box 4448, Sunriver, 97702

734-1827

9338 26

[illegible]

**Oregon Department of Transportation**
**HIGHWAY DIVISION**

Intermediate ☒

Final ☐

| | | | | |
|---|---|---|---|---|
| Project Name<br>Polallie Creek, Mount Hood Section | | | | Contract No.<br>9338 |
| Highway<br>Mount Hood | | | County | Prefix No.<br>14-1096 |
| Contract Time Elapsed % | Contract Work Completed % | Contract Work Quality | Contract Work Progress | F.A. Project No. ERFO-326(1); ER-327(1); ER-328(1); FR-F-24(31) |
| Inspection date<br>May 12 & 13, 1983 | | By<br>Robert C. Pool | | |
| In company with<br>Reid Meritt | | | | |

## REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

The contractor did preliminary plant calibrations on the 10th and 11th of May and then started paving on 12 May. The paving operation is generally going reasonably well for the first day of the season. The rock is wet, so they are only getting about 320 tons per hour out of the plant. It's unlikely that their production will exceed that throughout the project. Most of the tests have been within specifications on gradation and asphalt content. The compaction has been 91% and above on compaction tests where there were sufficient rollers. When the paver got too far ahead, there were several locations where the compaction was down to 88 or 89%. The contractor promised to have another roller on the job by 1 o'clock on Friday, so this should correct the compaction problem. At several locations where the compaction was accomplished when the temperature was in the 220 to 230° range, the compaction went up to 96%.

Regarding segregation, there was none noticeable in the operation of removing material from the stockpiles and loading into the bins. There was no black smoke coming out of the stacks, so I assume that we were getting full combustion on the #2 diesel burner fuel. Thursday afternoon there was a small amount of segregation occurring in the storage silo. The gob hopper was staying open about 8 seconds and it only took about 2½ to 3 seconds to dump the gob hopper, so there was about 5 seconds that the gob hopper was open and the material was falling directly from the slat conveyor down through the gob hopper into the silo. You could observe a slight coning and the coarse aggregate falling to the outside of the silo. The contractor readjusted the timing on the gob hopper to correct this.

The contractor was loading trucks as we had discussed in our prepaving conference by loading first the front end of the truck and then the back end, then the center. Although there wasn't much segretation noted while loading in this manner, it would appear to me that it would be better to load by loading the center first, then the back, then the front. By

(USE ADDITIONAL SHEETS AS REQUIRED) (OVER)

## FINAL INSPECTION CHECKLIST

RECEIVED
MAY 18 1983
CONSTRUCTION SECTION

CE
CAE
FOE
OCE
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CA
TC
FE
CP

______ Date opened to traffic or in operation
______ Date of Second Notification
______ Date Contractor's notice for semi-final inspection received
______ Date Contractor removed equipment, plant, etc.
______ Estimated submittal date of semi-final estimate
______ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Robert C. Pool

Title ______

SP*70731-734

[illegible] material falls all the way to the back causing a slight amount of segregation. The AC mixture appears to be dense and well graded and not particularly subject to segregation, but you could still see some segregation in the windrow left by the belly dumps. The material at the extreme toe of the windrow slope is more coarse than that on the peak of the windrow. The pickup machine is leaving from 3/4 inch to 1 inch of material that was not being picked up. This was due to the unevenness of the CTB surface and also somewhat due to some loose gravel that was on the surface. Reid is going to have them start doing a better job of sweeping ahead of the paver and this should help correct that situation. On the top lift it should be easier to pick up nearly all of the material.

The Road Tech Paver was used on Thursday and the Blaw Knox 220 on Friday. The Road Tech put down a tighter, better looking mat than the Blaw Knox. The Blaw Knox Paver left two strip areas where the surface of the mat was more porous, or open, than the rest of the mat. One of these was under the gear box, which is typical for a Blaw Knox Paver, and the other was 3 to 4 feet in from the right hand side where the strike off plate was evidently interfering with the material going under the screen. Both of these situations should be corrected before they use this machine again.

The AC mixture does not appear to have any too much asphalt in it, and I would hesitate to reduce the asphalt quantity when going to the top lift. We will check with Jim Wilson on this prior to starting the top lift.

RCP:br

[illegible]

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☒

Final ☐

| | | | | |
|---|---|---|---|---|
| Project Name<br>Polallie Creek, Mount Hood Section | | | | Contract No.<br>9338 |
| Highway<br>Mount Hood | | | County | Prefix No.<br>14-1096 |
| Contract Time Elapsed % | Contract Work Completed % | Contract Work Quality | Contract Work Progress | F.A. Project No. ERFO-326(1); ER-327(1); ER-328(1); FR-F-24(31) |
| Inspection date<br>May 16, 1983 | | By<br>Robert C. Pool | | |
| In company with<br>Reid Meritt, Dale Allen | | | | |

## REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

The Street operation is going reasonably well today. They were using the Road Tech Paver and the mat behind the screed looked uniform. They had problems with compaction again when one of the rollers went down and the rolling operation couldn't keep up. They should have a fourth roller on the job as a back up. Reid Meritt has given instructions to his inspectors to shut down the plant operation when the rollers start to get behind.

Reid received lab reports by telephone from the lab today on samples that were submitted last Friday. The burner fuel did not pass the test for #2 diesel--showed contamination. There were also two tests for the viscosity of the residue asphalt, and these were in the seventeen-hundred to eighteen-hundred range. These are too low and gave ratio numbers of 20 and 27, which are less than the specifications of 30. Reid sent additional samples to the lab this afternoon and they will be tested tonight and presumably we will have results by tomorrow morning. The contractor voluntarily shut down his plant about 3:30 p.m. until the situation could be resolved.

We had a series of discussions with Pete Moore and Lloyd Babler. If the test results we get tomorrow morning are satisfactory, they will continue paving. If the results are not satisfactory, they will get some #1 diesel fuel from a local distributor and run some trial batches. They are also bringing in a burner expert to come in and look at their burner and presumably determine its efficiency. The temperature today was running about 300$^{0}$ at the plant, 290 in the windrow, and about 275 behind the screed. They were getting good compaction when the rolling was completed with AC about 240$^{0}$. They ran one trial batch today with the plant temperature at 333$^{0}$. We will test this material and check the viscosity of the asphalt residue.

(USE ADDITIONAL SHEETS AS REQUIRED)

## FINAL INSPECTION CHECKLIST

_______ Date opened to traffic or in operation
_______ Date of Second Notification
_______ Date Contractor's notice for semi-final inspection received
_______ Date Contractor removed equipment, plant, etc
_______ Estimated submittal date of semi-final estimate
_______ Recommended acceptance date of completed contract work

RECEIVED
MAY 18 1983
CONSTRUCTION SECTION

CE
CAE
FOE
OCE
SCE
FEO
OM
CA
LS
TC
FE
D

Original to Construction Engineer
Copy to Region Engineer
District Engineer
Resident Engineer
[illegible]
[illegible] F.A.
Project Engineer (If Applicable)

Signed Robert C Pool

Title _______

9338

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-82

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State HIghway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/11/82

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Polallie Creek - Yellowjacket Section

11. GENERAL DESCRIPTION OF WORK
Drilling exploration of roadside cut

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/11/82 as requested in Mr. Keasey's letter of 5/26/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 Supplement #1 is approved for a TEC of $1,500 Federal Funds.

RECEIVED
STATE HWY ENGR
JUN 4 '82
REFER TO. Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
6-4-82

14. DATE 6/2/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9338

4-19-82

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/82

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Pollalie Creek - Yellowjacket Section

11. GENERAL DESCRIPTION OF WORK
Drilling for fallout and bench section

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the authorization date of 3/23/82 as requested in Mr. Keasey's letter of 4/9/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $6,500 Federal Funds.

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/A | Sign | Act | File

Orig to
4/23/82

14. DATE 4/19/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9338

L.

NOTED
E. S. HUNTER

ROW 18-4

March 2, 1982

Crystal Springs Water District
P.O. Box 186
Odell, OR 97044

Water Facilities Relocation
Polallie Creek-Mt. Hood Section
Mt. Hood Highway
Hood River County
Project No. ERFO-326(1)

Gentlemen:

Reference is made to the letter agreement between the State and Crystal Springs Water District dated June 17, 1981 and approved by the District on July 1, 1981. The letter set forth certain water facilities owned by the District which conflicted with the proposed construction and the terms for reimbursing the District for the cost of relocating the conflicting facilities. A copy of the letter agreement and its attachments are enclosed for your convenience.

Your District had requested reimbursement for a theoretical water relocation so the monies could be applied to a more extensive relocation. The State concurred in this request. The estimated cost of the theoretical relocation and related consulting engineering costs were $132,990. Pursuant to the terms of the letter agreement $132,990.00 was advanced to the District early in October 1981.

The letter agreement provided for (1) the adjustment of certain items contained in the theoretical estimates based on the average of the three low bids for these items; (2) the cost of Pre Design Engineering Services being based on actual cost; and (3) the cost of Engineering Services During Construction and Onsite Inspection being fifteen (15) percent of adjusted estimated construction cost. CH$_2$M-Hill has provided the State with adjusted theoretical estimates and Pre Design Engineering Services costs, copies of which are enclosed.

The adjusted amount of the estimated theoretical relocation costs due the District is as follows:

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TECHNICAL SERVICES
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Adjusted Estimated Construction Costs:

| | |
|---|---|
| North 8-inch Water Line | $ 20,225 |
| 4-inch Water Line | 16,169 |
| South 8-inch Water Line | 26,188 |
| 14-inch Water Line | 30,647 |
| Total Estimated Construction Cost | $ 93,229 |

Adjusted Estimated Engineering Services Cost:

| | |
|---|---|
| *Pre Design Engineering Services | $ 6,889 |
| Final Design Engineering Services | 9,900 |
| Engineering Services During Const. and Onsite Inspection (15% of Est. Const. Cost of $93,647) | 13,985 |
| Total Estimated Engineering Services Cost | $ 30,774 |
| TOTAL ESTIMATED COST | $ 124,003 |

* Actual cost of services provided.

The adjusted theoretical cost of $124,003 is less than the $132,990 advanced the District, therefore, pursuant to the terms of the letter agreement, the District must refund the difference $8,987 to the State.

The one actual cost item for Pre Design Engineering Services (PDES) must be audited by the State Highway Accounting Section. If the audit results in a different cost for PDES, then the amount to be refunded to the State may change. I would suggest you not make refund to the State until our audit of the PDES is complete.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr
Enclosure
cc: Terry A. Crockford - $CH_2M$-Hill
bc: D. E. Wilken
H. S. Coulter
E. S. Hunter
Rich Evans - w/att.
Dale D. Allen
E. L. Hardt
R. O. Havig - w/att.

9338 26

ROAD DESIGN SECTION

DES 19
PMT 13

January 18, 1982

Reid W. Meritt
Project Manager

Don R. Adams
Final Design Engineer

Weighing Site
Polallie Creek-Mt. Hood Section
Mt. Hood Highway

1 Versteeg ✓
Anderson
Adams
V Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JAN 21 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

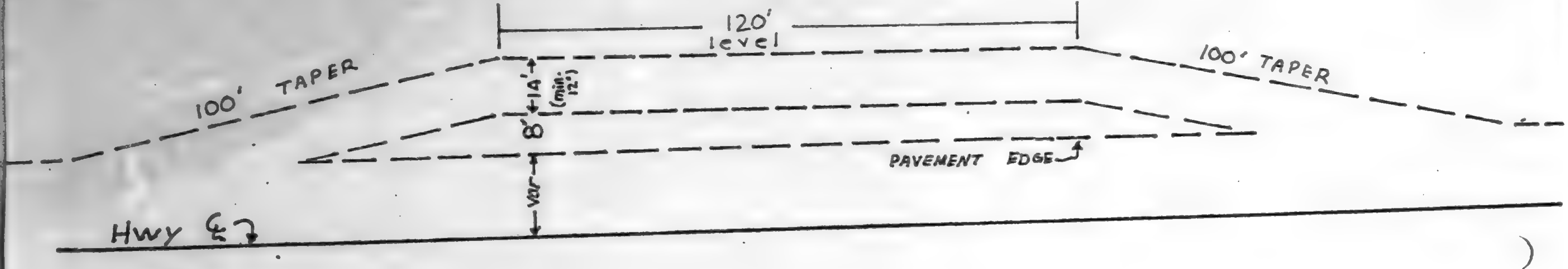
I have enclosed a typical shoulder widening for a loadometer weighing site as provided by R. P. Hamilton, Director of Permits.

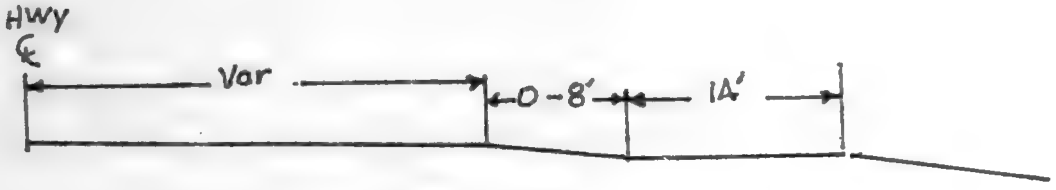
Bob would like to have a site to weigh log trucks, northbound. The need for the site is not critical but if a flat spot could be found where a weighing site would be feasible, he would like to have one built. If the highway grade does not allow for a reasonable installation, you can "forget it".

LKM/DRA:ja

Enc.

cc R. P. Hamilton


120'
level
100' TAPER
100' TAPER
14'
(min. 12')
8'
Var
PAVEMENT EDGE
Hwy ℄


HWY ℄
Var
0-8'
14'

TYPICAL SECTION

# TYPICAL SHOULDER WIDENING
# For
# LOADOMETER WEIGHING SITE

NOT TO SCALE

9338 26

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: FILE

DATE: October 29, 1981

FROM: George C. Wills
Location Field Engineer

George C. Wills

SUBJECT: Design Review
Polallie Creek-Mount Hood
Mount Hood Highway
Hood River County

1 Versteeg ✓
Anderson
2 Christensen JW
Olson
3 Sullivan [illegible]
Terpin
Trout
Wakerlig

RECEIVED
OCT 30 1981
ROAD DESIGN SECTION

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Action

The project was visited on October 27, 1981 with Bob Pool, Reid Meritt, Fred Yarbrough and Dick Lenz to review alternatives identified in the memo of October 23, 1981.

The study is not complete on the design alternatives, and some problems are being experienced with the results of computor program for earthwork. Confidence was expressed that "bugs" would be cleared by the afternoon.

The East Fork Hood River Bridge near Dog River was ready for "jacking". The design of the "stilling" system upstream does not appear feasible because solid rock is somewhat less extensive than expected. The "stilling" system is proposed to be abandoned and the design of stronger slope protection is proposed in lieu of the "stilling" system.

Dick Lenz will continue to work with Reid Meritt to complete the details of the design.

Most of the section between Sta. 976 to Sta. 1080 was walked in the company of Fred Yarbrough to view the soils and soil drainage as exposed by the Clearing and grading in progress. There was no substantial deviation from the original findings. The large spring and related smaller springs (Sta. 980 to Sta. 990) are still of concern. The project design for handling the water is being reviewed by the Region. Fred Yarbrough is available for questions on the protection of the fill in this area. The design of the surface and subdrainage system must assure the integrity of this fill.

GCW:ge

cc Dale Allen
J. H. Versteeg
Frank Terpin
Ed Hardt
R. Meritt

REFERRED TO
Reed Steudenmeyer
Cole Mann
2 Erikson F.E. 1 Hansen AH
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

9338

26

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: FILE

DATE: October 23, 1981

FROM: George C. Wills
Location Field Engineer

SUBJECT: Design Review
Polallie Creek-Mt. Hood
Mount Hood Highway
Hood River County

Art Paul

1 Versteeg ✓
Anderson
2 Christensen
4 Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 26 1981
ROAD DESIGN SECTION

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Action

The project was visited on October 20, 1981, along with Robert Pool, Marion Craft, Reid Meritt, and part of the day with Dale Allen. The purpose was to review possible alternatives to the project design due to the discovery of ground elevations differing from those used in developing the project design.

No substantial deviation has been reported in ground elevations on the south end of the project between Sta. 876 and Sta. 920. A considerable amount of the grading has been accomplished and installation of rip rap in the toe trench is in progress.

Comparison of ground profiles (design vs. construction) between Sta. 920 and Sta. 990 indicates some error which would appear to reduce embankment volumes and increase excavation volumes. The contractor's clearing operation is nearing completion.

The profiles between Sta. 990 and Sta. 1080 were not complete but those sections available did not indicate a substantial deviation. Clearing is nearly complete and grading is progressing on the segment from Sta. 990 to Sta. 1050.

Details of project earthwork and earthwork distribution are not available at this time for the section between Sta. 920 and Sta. 990; therefore, specific recommendations are not possible. The following action was taken in order to complete sufficient information for consideration of design modifications:

1. Arranged through Curt Duval to loan Larry Shattuck to Reid Meritt who will coordinate completion of tentative earthwork projections for the project and assemble proposed design revisions; and,
2. Arranged to meet with Robert Pool in The Dalles to review the progress on October 27, 1981.

REFERRED TO
Beard Staudenmeyer
Cole Mann
1 Erikson 2 Hansen Swanson AH
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

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The channel change upstream from the bridge at Sta. 1080 was the subject of discussion and a design modification may be in order. The basalt rock exposed on the river bank does not appear in the excavation made higher on the bank. The design was predicated on the presence of minimum overburden over solid rock; therefore, re-evaluation should be undertaken. This matter will be reviewed at the meeting scheduled for October 27.

The contractor has not undertaken obvious work between Sta. 1080 and the north end of the project at Sta. 1235.

GCW:ge

cc Dale Allen
J. H. Versteeg
F. E. Terpin
Ed Hardt
Reid Meritt

10 8-81

9338

# STATE COPY

cy: OSHD (H S Coulter)

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

## INITIAL REPORT

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>1 | **COUNTY**<br>Hood River | **DIVISION**<br>Oregon |
| **DATE OF INSPECTION**<br>10-8-81 | **INSPECTION MADE BY**<br>David B. Carter, Area Engineer<br>Original Signed by<br>D. B. Carter<br>Area Engr | | **PROJECTS NO.** ERFO-326(1), ERFO-327(1), ER-238(1) & ER-F-24(31) |

**IN COMPANY WITH** R. Meritt, Resident Engineer, OSHD; R. Pillsbury, FHWA, Oregon Division.

**LOCATION** Beginning near the Polallie Creek crossing in Section 5, R.10E, T.2S, in Hood River County, Oregon and extending northerly approximately 6.8 miles to near the community of Mt. Hood.

**CONTRACTOR NAME AND ADDRESS**
Roy E. Ladd, Inc., P.O. Box 756, Redding California 96099

| | | | | |
|---|---|---|---|---|
| **AWARD DATE**<br>August 11, 1981 | **CONTRACT AMOUNT**<br>$6,176,635.00 | **TIME ALLOWED**<br>600 CWD | **TIME STARTED**<br>August 24, 1981 | **WORK STARTED**<br>August 24, 1981 |
| **QUALITY OF WORK**<br>Satisfactory | **PROGRESS OF WORK**<br>Satisfactory | **TIME ELAPSED**<br>7½ % | **WORK COMPLETED**<br>5 % | |

**REMARKS**

### POLALLIE CREEK-MT. HOOD SECTION
### MT. HOOD HIGHWAY
### Grading and Paving

This project provides for the repair of flood damaged areas in the Mt. Hood Highway. The work includes realignment through approximately half the damaged area and extensive reapirs to the remainder of the highway through the damage zone. Also included is some 3R overlay work located outside the damage area near the north end of the project. The portion of the project is being funded using regular federal-aid primary funds.

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Work Completed

| | |
|---|---|
| Cleaning and Grubbing | 58% |
| Drainage | 5% |
| Grading | 4% |

Work in Progress

General grading operations were in progress from Dog River area south on the realignment portion of the project with the majority of this work being concentraged in the excavation in the vicinity of Station 1025. The material being encountered is generally very rocky consisting of river deposited boulders, cobbles and smaller framents and talus.

(continued)

Comments

Clearing operations had been somewhat hampered due to fire conditions. Most restrictions have now been raised.

Several areas near the south end of the project have been prepared for rip rap but completion of this work has been delayed pending Hood River County approval of a contractor proposed rip rap source located on Hood River County property west of the new alignment in the vicinity of Ash Creek. At the time of this inspection it now appears that the contractor has gained proper County approval to use this source. Rip rap work should commence shortly.

A line and grade change will be necessary beginning near the U.S. Forest boundary in the vicinity of Station 991 and extending southerly for a short distance. This change is necessary to balance earthwork quantities and to better fit the existing topography. It is anticipated this change can be made such that the contractor's operations will not be materially affected.

Top soil is being conserved and will be used on selected slopes to help the revegetation process.

The channel has been temporarily diverted away from the east footing of the East Fork Hood River bridge so that repairs can be made at this bent. The footing has been scoured and has slighly rotated and settled. The footing is now setting on isolated river boulders with much of the underside of the footing exposed. The Highway Division has decided to grout under the footing and place rip rap around the bent. This will be effective if the stream bottom doesn't degrade below the level of the repair work. This method of correction has been approved by the Division Office Bridge Engineer.

9338

2

**Roy E. Ladd, Inc.** GENERAL CONTRACTOR
916—241-6102
P.O. Box 756 Redding, Calif. 96099

September 29, 1981

Department of Transportation
Transportation Building
Salem, Oregon

Regarding: Polallie Creek - Mt. Hood Section
Mt. Hood Highway
Hood River County
Contract No. 9338

Gentlemen:

Per Section 109.09, (Partial Payments and Retained Amounts), of the Special Provisions of our contract booklet for the above referenced project, and in accordance with the provisions of ORS 279.575, as amended by Chapter 727, Oregon Laws 1977, we respectfully request that all retained portions of our progress payments be deposited into an interest bearing account in a bank, savings bank, trust company or savings association for the benefit of the State, with interest earned to be accruing to Roy E. Ladd, Inc. less any costs the State may incur as a result. Your assistance in this matter will be appreciated.

Very truly yours,

ROY E. LADD, INC.

Craig Wiseman, Office Manager

CW/jm

10/2
To Jan Peterson
if she can handle
for

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DOT DIRECTOR
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FOR

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9338

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| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>Assigned by R.O<br>PROJECT REPORT NUMBER<br>MODIFICATION NUMBER<br>1 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>8-19-81 | te<br>Oregon<br>County<br>Hood River<br>Project Number<br>ER-328(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 3,000.00 | $ 33,397.00 |
| Federal funds | $ 3,000.00 | $ 33,397.00 |
| Other revisions | | |

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

6-files

Oregon State Highway Division
Salem, Oregon August 18, 1981

Federal Aid Project
No. ER-328(1)

East Fork Hood River (Baseline Rd.) Br. Section
Base Line County Road (FAS B425)
Hood River County

## REVISED PROJECT AGREEMENT ESTIMATE

| | | | |
|---|---|---|---|
| Type Code PE<br>Preliminary Engineering | | All Required | $ 3,000.00 |

Type Code Y041
Channel and Parapet Rail Repair (Sta. 1+72 to Sta. 2+60)

| | | | |
|---|---|---|---|
| Mobilization | 1 % | All Required | $ 5,503.89 |
| 6"-0 Quarry Run Rock | 100 Cu. Yd. | 10.00 | 1,000.00 |
| Watering | 5 M-Gal. | 8.00 | 40.00 |
| Aggregate Shoulders | 10 Ton | 4.00 | 40.00 |
| Class "B" Asphalt Concrete Mixture | 30 Ton | 10.00 | 300.00 |
| Asphalt Cement in Mixture | 2 Ton | 185.00 | 370.00 |
| Guardrail, Type 2A | 100 Lin. Ft. | 10.00 | 1,000.00 |
| Guardrail, Type 3 | 100 Lin. Ft. | 22.00 | 2,200.00 |
| Guardrail Anchors, Type 1 | 4 Each | 250.00 | 1,000.00 |
| Extra for Guardrail Bridge Connections | 4 Each | 375.00 | 1,500.00 |
| Rail End Pieces, Type C | 4 Each | 75.00 | 300.00 |
| Loose Riprap, Class 2000 | 300 Cu. Yd. | 6.00 | 1,800.00 |
| Delineators, Type 4 | 4 Each | 9.00 | 36.00 |
| | | | $15,089.89 |

Anticipated Items

| | | |
|---|---|---|
| Asphalt Cement Adjustment | All Required | $ 100.00 |
| Parapet and Rail Repair, Br. #9231 | All Required | 1,500.00 |
| | | $ 1,600.00 |
| | SUBTOTAL | $16,689.89 |
| | Engineering | 2,082.11 |
| | TOTAL | $18,741.00 |

Length of Project -------------- 0.00 mi.

SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 3,000.00 | $ 3,000.00 |
| Channel Repair | 18,741.00 | 18,741.00 |
| SUBTOTAL | $21,741.00 | $21,741.00 |
| Reserve | 11,656.00 | 11,656.00 |
| TOTAL | $33,397.00 | $33,397.00 |

Group 3 0.00%
Contract No. 9338
Prefix 514-1905
Prefix 14-1096

STATE COPY 4

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>5-10-81 | **U.S. DEPARTMENT OF TRANSPORTATION**<br>**FEDERAL HIGHWAY ADMINISTRATION**<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-29-81 | STATE<br>OREGON<br>COUNTY<br>HOOD RIVER<br>PROJECT NO.<br>ER-328(1) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

Co. Rd., 0.04 mi. West of Jct. SR 35

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 12/25/80 | 0.04 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 100%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 3,000.00 | FEDERAL FUNDS<br>$ 3,000.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

By
*(Division Administrator)*
For: D.E. Wilken

Date executed by Division Administrator 4-29-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 24, 1981

Federal Aid Project
No. ER 328(1)

East Fork Hood River (Baseline Road) Bridge Section
County Road in Hood River County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $3,000.00 |
| | TOTAL | $3,000.00 |

Length of Project ---------- 0.02 miles

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 3,000.00 | $ 3,000.00 |
| Retain in Program | | |
| Contract Work | 35,000.00 | 35,000.00 |
| TOTAL | $38,000.00 | $38,000.00 |

Group 1-100%
Prefix

9338

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-19-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-24(31)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80353
6. TO
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/81
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26
10. GENERAL LOCATION:
Yellowjacket Creek - Mt. Hood Section
11. GENERAL DESCRIPTION OF WORK
Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/19/81 I approve the program change as follows:

1) Project Number: Change to read FR-24(31).
2) Appn Code: Delete "010"
3) Class of Federal Funds: Delete "& Consolidated Primary".

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 24 '81
REFER TO Mr. Long
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8/24
orig

14. DATE 8/19/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338 7-15-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/15/81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Polallie Creek - Yellowjacket Creek Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XXX ACQUISITION OF RIGHT-OF-WAY See below
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 7/15/81 you are now authorized to proceed with the actual acquisition of file No. 52181 effective July 15, 1981 at a TEC of $15,000.

It is understood that costs incurred prior to this authorization date are not eligible for Federal participation.

RECEIVED
STATE HWY ENGR
JUL 17 '81
REFER TO Mohring
FOR

orig to 7/20

14. DATE 7/15/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. ERFO-326 (1)
Polallie Cr. - Yellowjacket Creek Sec. (ROW)
Hood River County

I hereby request authorization to proceed with the actual acquisition of file 52181 on the subject project at an estimated total cost and federal funds of $ 15,000. The right of way to be acquired is as outlined in red on the enclosed sketch map.

No relocation assistance is involved and no increase in total cost or federal funds as currently authorized is anticipated for this additional parcel.

CL/lms

cc: F. Lowe
General Files

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - ODOT

## INTEROFFICE MEMO

TO: FILE 1

DATE: July 14, 1981

Ed Hunter

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 23, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 23, 1981 on the following projects:

1. Cascade Highway S. @ Gaffney Lane and
   Beavercreek Road @ Fred Meyer Access (S.E. Oregon City)
   Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in the project as no new highway construction, reconstruction or relocation is involved.

2. Sunnyside Road @ S.E. 97th Avenue and
   Kaiser Hospital Access
   Clackamas County
   Traffic Signals

   Same as No. 1.

3. Elm Avenue-Highland Avenue (Hermiston)
   Umatilla-Stanfield Highway, Umatilla County
   Traffic Signals

   Same as No. 1.

4. Pendleton/John Day Highway @ S.W. 20th Street (Pendleton)
   Pendleton/John Day Highway, Umatilla County
   Traffic Signals

   Sidewalk ramps will be constructed under this contract.

5. U.S. Highway 97-U.S. Highway 22 (Madras)
   Adams Drive, Jefferson County
   Paving

   Overlay project with 32-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Lane County Pavement Marking Project No. 4
   Various County Roads, Lane County
   Pavement marking

   Same as No. 1.

7. Willamette River (Jasper) Bridge
   Springfield-Cresswell Highway, Lane County
   Painting Steel Structure

   Same as No. 1.

8. Center Street @ Lancaster Drive and
   Lancaster Drive @ Market Street (Salem)
   Marion County
   Traffic Signals

   Extruded curb is being constructed on Center Street to give bicyclists and pedestrians a four-and-one-half-foot bicycle/walkway protected from right turning vehicles. Traffic signals only on Market Street.

9. Santiam Safety Rest Area
   Pacific Highway, Marion County
   Sewer Construction

   Same as No. 1.

10. Polallie Creek-Mt. Hood
    Mt. Hood Highway, Hood River County
    Grading and Paving

    Three unit project. Polallie Creek through Yellowjacket Creek. Two units have six-foot shoulders which will be striped and signed as shoulder bike lanes. Yellowjacket Creek-Mt. Hood Unit is an overlay project with 12-foot lanes and two-foot shoulders. No bicycle facilities will be constructed at this time as no new construction is involved.

11. U.S.R.S. Canal "J" Bridge
Hatfield Highway, Klamath County
Structure

Shoulders on approaches very from six to eight feet. Thirty-nine-and-one-half-foot roadway available on structure.

Same as No. 5.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9338

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-14-81

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-328(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER 3

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/14/81

8. FEDERAL ROUTE NUMBER Secondary B425

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
East Fork Hood River (Baseline Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of July 8, 1981 I approve preliminary engineering charges for work necessary that was not completed due to imposed time limitations, even though PS&E approval has been granted, for period up to contract award.

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STATE HWY ENGR
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to
7/17

14. DATE 7/14/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-14-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/14/81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Polallie Creek - Yellowjacket Creek

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

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14. DATE 7/14/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hessne

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-14-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-327(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-2

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/14/81

8. FEDERAL ROUTE NUMBER Secondary 142

9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:
East Fork Hood River (Dimmick Park) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of July 8, 1981 I approve preliminary engineering charges for work necessary that was not completed due to imposed time limitations, even though PS&E approval has been granted, for period up to contract award.

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14. DATE 7/14/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1981

In Reply Refer to File No. PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering
1980 Emergency Relief
Hood River County

I request your concurrence that preliminary engineering charges continue to be eligible for Federal participation after PS&E approval July 1, 1981 for the following:

| ITEM | PROJECT NO. | SECTION |
|---|---|---|
| 1 | ERFO-326 (1) | Polallie Cr.-Yellowjacket Cr. |
| 2 | ER-327 (1) | E. Fk. Hood Riv. (Dimick Pk) Br. |
| 3 | ER-328 (1) | E. Fk. Hood Riv. (Baseline Rd) Br. |

This request is based on the attached Interoffice Memo of July 6th from Mr. Frank E. Terpin, OSHD Location Engineer.

JLG/lms
Attachment

cc: F. E. Terpin
General Files

9338

7-6-81

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Polallie Creek - Yellowjacket Section

11. GENERAL DESCRIPTION OF WORK
Grade and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* As shown in Estimate dated 6/29/81

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed in your Estimate dated June 29, 1981.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

PS&E doucments for the subject project have been reviewed and are approved at a total estimated cost of $11,533,790 Federal Funds.

A signed copy of the Title Sheet for projects ERFO-326(1), ER-327(1), ER-328(1) and F-FR-24(31) is returned herewith.

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STATE HWY ENGR
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FOR

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orig
To 7/10

14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

7-1-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-327(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-2

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Secondary 142

9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:
East Fork Hood River (Dimmick Park) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Temporary and permanent ER repairs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 6/29/81 this will confirm the advance approval of 12/30/80 and 1/8/81 to proceed with temporary and permanent repairs on the subject project by State Forces as being in the public interest. TEC $30,228.46 Federal Funds.

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14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrater

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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7-1-81

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-328(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-3

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Secondary B425

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
East Fork Hood River (Baseline Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
- Channel and Parapet Rail Repair

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Asphalt Cement Adjustment $100
Parapet & Rail Repair $1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimaed cost of $30,397 Federal Funds.

(Note: PS&E documents approved for one contract ERFO-326(1), ER-327(1), ER-328(1) and FR-F-24(31))

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STATE HWY ENGR
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orig to 7/10

14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9338

7-1-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-327(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-2

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Secondary 142

9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:
East Fork Hood River (Dimmick Park) Bridge Section

11. GENERAL DESCRIPTION OF WORK
River Channel and Riprap

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $39,375 Federal Funds.

(Note: PS&E documents approved for one contract ERFO-326(1), ER-327(1), ER-328(1) and FR-F-24(31))

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STATE HWY ENGR
JUL 10 '81
REFER TO [illegible]
FOR
Info Invs R/D D/R Sugn Act File

orig to 7/10

14. DATE 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338 7-1-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-F-24(31)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80353

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
| 7/1/81 | Primary 24 | Primary 26 |

10. GENERAL LOCATION:
Yellowjacket Creek - Mt. Hood Section

11. GENERAL DESCRIPTION OF WORK
Pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Permanent Pavement Striping $900
  Asphalt Adjustment $17,200

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 6/29/81 request and cetifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $331,679 Federal Funds $292,474.

(Note: PS&E documents approved for one contract ERFO-326(1), ER-327(1), ER-328(1) and FR-F-24(31))

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STATE HWY ENGR
JUL 10 '81
REFER TO Mochrey
FOR
Info Inves R/D D/R Sign Act File

orig to 7/10

| | | |
|---|---|---|
| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
| 7/1/81 | G K Hassner | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

CON

26

**STATE OF OREGON**

**INTEROFFICE MEMO**

TO: D. E. Moehring, Assistant
State Highway Engineer

DATE: July 1, 1981

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Supplement
Right of Way Certification
F. A. Projects
Bid Opening July 23, 1981

Federal-aid Project No. ERFO-326(1)      Highway No. 26 State

Federal-aid Project Name Polallie Creek-Dog River Section

On June 23 I certified that the right-of-way on this project was clear for contract letting with the exception of File 51999, U.S. Forest Service. We now have a permit of entry and stipulation from the Forest Service granting immediate possession of the property. The permit of entry and stipulation are attached for your information.

RH:jh
attach.

cc: Duane Christensen w/attach.
Duane Ridings w/attach.
Adele Egan w/attach.

1 Versteeg Doc
Anderson
2 Christensen Lw
Olson
AJ copy Sullivan
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4 Trout
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RECEIVED
JUL [illegible] 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

**NOTED**
**F. ERIKSEN**

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Region 6
P.O. Box 3623, Portland, Oregon 97208

RIGHT OF WAY ADMINISTRATION
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JUL 01 1981
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
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2730

June 30, 1981

J. B. Boyd
Right of Way Manager
Department of Transportation, Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Boyd:

This is in regard to Mt. Hood Highway 35. Your application for the appropriation and transfer of right-of-way for reconstruction of Mt. Hood Highway 35 has been reviewed and approved. The areas applied for are in T. 1 and 2 S., R. 10 E., W.M. as shown on the plat titled Pollalie Creek to Dog River Section of Mt. Hood Highway 35, Hood River County and as attached to the Stipulation dated June 29, 1981.

We agree to the appropriation and will recommend granting the right-of-way by the Federal Highway Administration under the provision of Section 317 of the Act of August 27, 1958, (72 Stat. 916; 23 U.S.C. 317), under the following conditions which are to be included in the grant of Highway Easement Deed.

1. Outstanding valid claims, if any, existing on the date of this grant, and the Grantee shall obtain such permission as may be necessary on account of any such claims.

2. The Grantee and the Regional Forester shall make determination as to the necessity for archeological and paleontological reconnaissance and salvage within the right-of-way, and such reconnaissance and salvage to the extent determined necessary because of maintenance of the highway facility is to be undertaken by the Grantee in compliance with the Act entitled "An Act for the preservation of American antiquities" approved June 8, 1906, (34 Stat. 225, 16 U.S.C. 432-433), and State laws where applicable.

3. The easement, herein granted, is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of operation and maintenance of a highway in accordance with the approved plans and does not include the grant of any rights for nonhighway purposes or facilities: Provided, That the right of the Forest Service to use or authorize the use of any portion of

the right-of-way for nonhighway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Federal Highway Administration regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Grantee and the Federal Highway Administration shall be consulted prior to the exercise of such rights; and Provided, Further, that nothing herein shall preclude the Forest Service from locating National Forest and other Department of Agriculture information signs on the portions of the right-of-way outside of construction clearing limits.

4. Consistent with highway safety standards, the Grantee shall:

a. Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, or maintenance of the highway, and shall vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed, where it is deemed necessary, during a joint review between the Regional Forester and the Grantee, and the Grantee shall maintain all terracing, water bars, leadoff ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur after construction.

5. The Grantee shall establish no borrow-sand or gravel pits, stone quarries, permanent storage areas, sites for highway-operation and maintenance facilities, camps, supply depots, or disposal areas within the right-of-way unless shown on approved construction plans, without first obtaining approval of the Regional Forester.

6. The Grantee shall maintain the right-of-way clearing by means of chemicals only after specific written approval has been given by the Regional Forester. Application for such approval must be in writing and specify the time, method, chemicals and the exact portion of the right-of-way to be chemically treated.

You are hereby authorized immediate entry for construction under the terms of the enclosed Stipulations dated June 29, 1981.

Upon completion of the above reconstruction an easement will be issued covering all parts of Mt. Hood Highway 35 crossing National Forest land.

Sincerely,

Robert M. Beeman
for R. E. WORTHINGTON
Regional Forester

Enclosures

# STIPULATION

This Stipulation, made this 29th day of June, 1981, by and between the Oregon Department of Transportation, herein referred to as the State, and the Forest Service, United States Department of Agriculture, acting herein by and through the Regional Forester, hereinafter referred to as the Regional Forester.

WHEREAS, the State is engaged in the laying out, construction, operation and maintenance of a public highway designated as the Polallie Creek-Dog River section of Oregon State Highway 35 which traverses lands of the United States in the State of Oregon, County of Hood River, administered by the Forest Service; and

WHEREAS, the State and the Regional Forester desire to cooperate in the development and construction of a highway which will adequately protect and afford utilization of the lands of the United States traversed by the highway for the purposes for which the lands are being administered.

NOW, THEREFORE, supplementary to the terms and conditions of the highway easement deed between the United States, acting through the Department of Transportation, Federal Highway Administration and the State, the parties hereto agree to carry out the following provisions during the construction (construction stage to begin when construction activities commence on lands administered by the Forest Service and end when the Regional Forester and the State mutually agree that any work done thereafter will be considered as maintenance, EXCEPT, that the Regional Forester reserves the right to reinstate the provisions of this stipulation if the State subsequently submits plans for reconstruction or alteration of the highway).

The State will:

1. Before any clearing of the right-of-way or construction of the highway is commenced:

    a. Prepare, in cooperation with the Regional Forester, a fire protection plan which will set forth in detail, the fire prevention, presuppression and suppression measures which will be taken by the Grantee, its employees, contractors and subcontractors, and employees; contractors and subcontractors, and their employees in all operations during the construcion stage. The fire plan shall be made available to all bidders prior to letting contract and the Grantee shall cause its contractors to comply with all provisions of the fire plan and of all burning permits issued for disposal of flammable materials. Said fire plan shall comply with "Fire Protection and Suppression" Forest Service form MH 6320-1.

    b. Prepare, in cooperation with the Regional Forester, a clearing plan which will set forth in detail the procedures and standards which will apply to (1) all clearing and disposal of merchantable timber and young growth in the right-of-way, and (2) debris disposal including debris removal from all streams. Such plan shall include provision for payment by the Grantee or its contractors for the merchantable timber on lands of the United States to be cut, used or destroyed in the construction of the highway or in clearing of said right-of-way. Payment for merchantable timber will be at appraised value as determined by the Regional Forester: Provided, That the Regional Forester may dispose of the merchantable timber to other than the Grantee or its contractors at no stumpage cost to the Grantee or its contractors. Said clearing and disposal plan shall include conditions contained in Forest Service letter to the State by Richard Mueller, dated June 23, 1981.

c. Prepare, in cooperation with the Regional Forester, a landscape and erosion control plan with the objective of protecting, restoring or enhancing the roadside landscape, protecting soil, and protecting or reestablishing vegetative cover. Such plan shall, when appropriate, provide for vegetating cuts, fills and other areas damaged as a result of highway construction; maintenance or operation; and for terraces, drainage, waste disposal areas, soil replacement; and other related requirements necessary to achieve the objective.

The plan shall include provisions for planting of deciduous tree species consisting of a mix including cottonwood, willow and red alder on the following sites:

(1) Sections of the abandoned roadbed. This is to be accomplished following removal of the existing pavement structure and base scarification.

(2) Lower 40 feet (slope distance) of fill slopes which extend onto the existing stream floodplain.

Further, the plan shall include provisions for establishing vegetation on the upper 1/3 of major cutbanks and the lower 1/2 of major fill slopes for the purpose of employing special erosion control measures consisting of creating small terraces 8-12 inches wide, spaced 3-4 feet vertically which traverse the slope. These terraces provide an environment for placement of bare root stock or cuttings of alder or willow. This provision will apply to all bare soil areas where 80% vegetation cover has not been established within 2 years after completion of the reconstruction project.

d. Prepare, as deemed necessary by the Regional Forester, for his approval plans and specifications for: (Plans and specifications so required will become a part of this stipulation).

(1) Protection measures and/or redesign between Stations 981+00 to 989+00 for prevention of failure of fill slopes within the flood plain.

2. Treat sections of existing road, (to be abandoned as a result of the proposed new construction) as designated by the Forest Supervisor, to restore them to their natural state. The necessary treatment will be determined during a joint review between the Forest Service and the State: and may include ripping of roadbed, removal of drainage structure and opening drainage channels. Plans and specifications as mutually deemed appropriate to accomplish the objective will become a part of this stipulation.

3. Repair or replace buildings, roads, trails or other improvements owned by the United States which are damaged or destroyed in the exercise of the rights granted herein.

4. Provide for removal of the National Forest entry sign and sign base from its present location south of the entrance to Routson Park, and permanent reinstallation of this sign at the Forest boundary which is approximately Station 991+00. Installation shall be in accordance with applicable MUTCD Standards regarding distance from the roadway edge.

5. Permanently monument the right-of-way prior to completion of construction in accordance with State requirements for such right-of-way; but in any event, the minimum requirements will be to place permanent monuments at the intersection of right-of-way with all property lines, section lines, and at intervals of not more than 1,000 feet along the right-of-way limits.

6. Reestablish or restore public land monuments disturbed or destroyed by construction, reconstruction or maintenance according to instruction of the Bureau of Land Management, Department of the Interior. Other land monuments and property corners or witness markers shall not be damaged, destroyed or obliterated without the prior permission of the Regional Forester and shall be relocated or reestablished in accordance with standards satisfactory to the Regional Forester.

IN WITNESS WHEREOF, the parties hereto have caused this Stipulation to be executed on the day and year first above written.

Robert M. Beeman
for R. E. WORTHINGTON
Regional Forester
Forest Service
Department of Agriculture

M W Stovall
M. W. STOVALL
Regional Maintenance Engineer
Oregon Department of Transportation

9338

7-1-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/1/81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Polallie Creek - Yellowjacket Creek Section

11. GENERAL DESCRIPTION OF WORK

- Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment
See below

13. REMARKS

As requested in Mr. Swan's letter of June 25, 1981 you are authorized to proceed with the Water Facilities relocation for the Crystal Springs Water District.

The Agreement with Crystal Springs Water District is approved except that Federal Funds will not participate in advance payment under the provisions of PPM 30-4 and 30-4.1.

It is understood that the final payment for the relocation work will be made on a lump sum basis estimated to be $132,900 Federal Funds but that this amount will be finalized pending a portion of work that will be accomplished by contract.

The final lump sum amount will be submitted to this office for approval.

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO Moehring
FOR

mg
7/10

14. DATE. 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

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VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80353
Project No. FR-24 (31)
Yellowjacket Creek - Mt. Hood Sec.
Hood River County

I request approval of a program change to joint fund the subject project with Consolidated Primary funds requiring revisions as follows:

1) Project Number: Change to read "FR-F-24 (31)".
2) Appn. Code: Add "010".
3) Class of Federal Funds: Change to read "- - - & Consolidated Primary".
4) Estimated Project Cost by Phases: Change to read - - -

| APPN. CODE | TEC | FF | STATE | % |
|---|---|---|---|---|
| 110 | 272,171 | 240,000 | 32,171 | 88.18 |
| 010 | 59,508 | 52,474 | 7,034 | 88.18 |
| TOTAL | $ 331,679 | $ 292,474 | $ 39,205 | |

Approval of this request will involve an increase of $106,679 in total estimated cost and additional Federal funds of $ 94,074.

JLG/lms

Form 734-3122

338

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-26-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-F-24(31)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80353

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/26/81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION: Yellowjacket Creek - Mt. Hood Section

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 6/29/81 I approve the program change as follows:

1) Project Number: Change to read "FR-F-24(31)".

2) Appn. Code: Add "010".

3) Class of Federal Funds: Change to read "- - - & Consolidated Primary".

4) Estimated Project Cost by Phases: Change to read - - -

| APPN. CODE | TEC | FF |
|---|---|---|
| 110 | 275,721 | 243,131 |
| 010 | 55,958 | 49,343 |
| TOTAL | 331,679 | 292,474 |

RECEIVED
STATE HWY ENGR
JUL 8 '81
REFER TO [illegible]
FOR

[illegible] to 7/8

14. DATE 6/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

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ROW 18-4

June 25, 1981

**TO:** D. E. Wilken, Division Administrator
Federal Highway Administration

**FROM:** D. E. Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

**SUBJECT:** Water Facilities Relocation
Crystal Springs Water District
Polallie Cr.-Yellowjacket Cr. Section
Mt. Hood Highway
Hood River County
Project No. ERFO-326(1)

Here is a copy of a letter form agreement and an estimate of cost for the theoretical adjustment of Crystal Springs Water District's (CSWD) facilities and a sketch showing the theoretical relocation.

The letter form agreement sets forth the terms that have been verbally agreed on between the State and CSWD to accomplish the relocation of the conflicting water facilities.

A certification prepared by Jack M. Cartwright as to the CSWD's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to CSWD dated May 8, 1981 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves four crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the CSWD's facilities.

Your approval of the terms of the letter form agreement and the lump sum settlement method, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $132,990. Approval of the final adjusted lump sum cost will be requested when costs have been finalized per letter agreement.

JMC/llr
Enclosure

cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig

9338

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-23-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-24(31)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80353

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/23/81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Yellowjacket Creek - Mt. Hood Section

11. GENERAL DESCRIPTION OF WORK
Pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 6/15/81 you are now authorized to proceed with actions necessary to advance to physical construction provided for by the above project at a total estimated cost of $225,000 Federal Funds $198,400.

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STATE HWY ENGR
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orig to
7/8

14. DATE 6/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9338

No. 26

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/18/81
Donald L [illegible]

Paul

July 23, 1981 Bid Letting ____________ All Clear Deadline

SECTION Polallie Creek-Mt. Hood
Highway
County ____________ Region ______
Type of Work ____________ Funds ______
State ___ Consultant ___ Plans Avail. ___Yes ___No

ERFO-326(1)
ER-328(1)
FR-24(31)

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☐ | ☒ | ☐ | ☐ | ☒ | FONSI |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☐ | ☒ | ☐ | ☐ | ☒ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | See letters |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | N/A Emergency Repair |

9338

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| Info | Invest | R/O | D/R | Sign | Act. | File |
|---|---|---|---|---|---|---|
| | | | | | | |

ROW 18-4

June 17, 1981

Crystal Springs Water District
P. O. Box 186
Odell, OR 97044

NOTED
H.S. COULTER

Water Facilities Relocation
Polallie Cr.-Yellowjack Cr. Sect.
Mt. Hood Highway
Hood River County
Project No. ERFO - 326(1)

Gentlemen:

Reference is made to my letter of May 8, 1981 which set forth certain water facilities owned by Crystal Springs Water District that are in conflict with the proposed highway reconstruction. The conflicts are as follows:

1. 6-inch water line crossing at Station 1041+75 (approx.)
2. 14-inch water line crossing at Station 1041+80 (approx.)
3. 4-inch water line crossing at Station 1042+50 (approx.)
4. 8-inch plastic water line crossing at Station 1058+70 (approx.).

The listed water facility conflicts are all located on private property, therefore, the cost of relocation is reimbursable.

It is understood that Terry A. Crockford, $CH_2M$-Hill, is acting as Engineer for the District in matters relating to the relocation of the District's water facilities within the limits of the subject project.

I was previously advised by Mr. Crockford that the District wished the monies required to reimburse the District for the cost of relocating the conflicting facilities to be applied to the cost of a more extensive water line relocation for this area. The State Highway Division agreed to that method of removing the conflicting water facilities.

$CH_2M$-Hill has, at District's request, prepared Amendment No. 1 to the Agreement to furnish engineering services to the Crystal Springs Water District, dated January 26, 1981, to cover the cost of engineering work required for the relocation of District's facilities in conflict with the reconstruction of the Mt. Hood Highway. A copy of the Amendment No. 1 is attached and marked Exhibit "A".

CH$_2$M-Hill has, at District's request and with State's concurrence, prepared an estimate of cost and preliminary plan for the theoretical relocation of the conflicting water line crossings. Copies of the estimate and plan are attached and marked Exhibit "B".

After considerable discussion, a meeting was held on Thursday, June 11, 1981 between representatives of the District, CH$_2$M-Hill and the State Highway Division to resolve the responsibilities of the State and the District in regard to the relocation of District's conflicting water facilities.

It was agreed that the State Highway Division would provide the District with an "X" - Permit for the District's relocated facilities within the westerly highway right of way line between Station 1041± and Station 1060±.

The State will reimburse the District for the theoretical water facilities relocation construction costs as follows:

1. The items that are common to both the theoretical relocation estimate and the proposed contract to be let by the District will be reimbursed at the average bid price for the items in three lowest contract bids. It is understood that the three low bids be reasonably comparable.
2. The items that are not common to the estimate and the contract will be reimbursed at the cost shown in the theoretical relocation estimate attached, marked Exhibit "B".

The State will reimburse the District for the theoretical water facilities relocation engineering services costs incurred by CH$_2$M-Hill as follows:

1. The cost of Pre Design Engineering Services will be reimbursed on an actual cost basis for those costs incurred after April 28, 1981.
2. The cost of Final Design Engineering Services will be reimbursed in the amount of the total estimated cost of $9,900.00.
3. The engineering services during construction and onsite inspection services will be reimbursed in an amount to equal fifteen (15) percent of the adjusted estimated construction cost.

The State agrees to advance to the District the estimated cost of the theoretical relocation construction and engineering services as follows:

Estimated Construction Costs:

| | |
|---|---|
| North 8-inch Water Line | $ 22,062 |
| 4-inch Water Line | 15,954 |
| South 8-inch Water Line | 28,379 |
| 14-inch Water Line | 35,520 |
| Total Est. Const. Cost | $101,915 |

Estimated Engineering Services Cost:

| | |
|---|---|
| Pre Design Engineering Services | $ 5,775 |
| Final Design Engineering Services | 9,900 |
| Engineering Services During Construction | 6,500 |
| Onsite Inspection Services | 8,900 |
| Total Est. Engineering Services Cost: | $ 31,075 |
| Total Estimated Cost | $132,990 |

It is understood that after the District has awarded its relocation contract that the theoretical relocation costs will be adjusted. If the adjusted cost is more than the amount ($132,990) advanced to the District, the additional funds will be paid to the District. If the adjusted cost is less than the amount advanced to the District, the District will refund the difference to the State.

If the terms set forth above for the relocation of the District's water facilities in conflict with State's highway reconstruction is acceptable to Crystal Springs Water District, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Engineer

JMC/llr
Attachments
cc: $CH_2M$-Hill
Kenneth Abraham

bc: D. E. Wilken
H. S. Coulter
E. S. Hunter
Rich Evans
Dale D. Allen
E. L. Hardt
R. O. Havig

APPROVED:

CRYSTAL SPRINGS WATER DISTRICT

DATE ______________________________

BY ______________________________

______________________________

RECEIVED

MAY 28 1981

CRYSTAL SPRINGS
WATER DISTRICT

# AMENDMENT NO. 1
# TO THE
# AGREEMENT TO FURNISH ENGINEERING SERVICES
# TO THE
# CRYSTAL SPRINGS WATER DISTRICT
# FOR
# REPAIR OF WATERLINES ALONG THE EAST FORK OF THE HOOD RIVER

Amendment No. 1 supplements and is hereby made part of the subject agreement dated January 26, 1981, and is to define the project scope and means of compensation for engineering work for the relocation of waterlines in the vicinity of Crystal Springs Creek that are in conflict with the realignment of the state highway.

For the consideration hereinafter set forth, the firm of CH2M HILL NORTHWEST, INC., a professional engineering corporation, hereinafter referred to as the ENGINEER, agrees to provide engineering services to the Crystal Springs Water District, 3006 Chevron Drive, Odell, Oregon 97044, hereinafter referred to as the OWNER, for a project generally described as the relocation of 1,800 linear feet of transmission pipelines along State Route 35, Mt. Hood Highway, in the vicinity of Crystal Springs Creek, as required because of the relocation of this highway by the Oregon State Highway Department, hereinafter referred to as the STATE.

## ARTICLE 1

The engineering services to be furnished for the above project are fully described in the below-listed paragraphs, and those paragraphs that are additionally referenced in the subject Agreement in Article 1.

## ARTICLE 1

### A. PREDESIGN SERVICES

Prepare a preliminary letter-report recommending location, general layout, and related matters with cost estimates, and discuss the recommendation and cost estimate with representatives of the OWNER and STATE.

### B. FINAL DESIGN SERVICES

Provide the services outlined in paragraphs 1, 2, 3, 4, and 5 of the subject Agreement. Wherever the OWNER is referenced in these paragraphs, add "and STATE."

### C. SERVICES DURING CONSTRUCTION

Provide the services outlined in paragraphs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11 of the subject Agreement. Wherever the OWNER is referenced in these paragraphs, add "and STATE."

**Exhibit** A

D. ONSITE INSPECTION

Provide the service outlined in paragraph 1 of the subject Agreement. Wherever the OWNER is referenced in this paragraph, add "and STATE."

E. OTHER SERVICES

Not included in Amendment No. 1.

ARTICLE 2

As consideration for providing the services enumerated above, the OWNER shall pay the ENGINEER:

1. For PREDESIGN SERVICES as enumerated in ARTICLE 1, the lump sum amount of $5,775.00.

2. For FINAL DESIGN SERVICES, as enumerated in ARTICLE 1, the lump sum amount of $9,900.00.

3. For SERVICES DURING CONSTRUCTION, as enumerated in ARTICLE 1, the lump sum amount of $6,500.00.

4. For ONSITE INSPECTION SERVICES, as enumerated in ARTICLE 1, the lump sum amount of $8,900.00.

ARTICLE 3

IN WITNESS WHEREOF, the parties hereto each herewith subscribe the same in quadruplicate.

For CRYSTAL SPRINGS WATER DISTRICT

By Gordon Wells
Name Title

By Fred E. [illegible] Sec.
Name Title

Dated this 8 day of June 1981.

For CH2M HILL NORTHWEST, INC.

By Robert L [illegible] Mgr
Name Title

Dated this 21st day of May 1981.

**Exhibit A**

**CH2M HILL**
**CORNELL, HOWLAND, HAYES & MERRYFIELD**
**CLAIR A. HILL & ASSOCIATES**
ENGINEERS PLANNERS ECONOMISTS

# COST ESTIMATE
REVISED 6/9/81 ⚠

BY JS&TAC DATE 5/20/81 SUBJECT Crystal Springs W.D SHEET NO. 1 OF 4
Mt Hood Hwy North 8" Waterline JOB NO. P14576.A0

| No. | DESCRIPTION | QUANTITY | UNIT | COST UNIT | COST TOTAL | – COST UNIT | – COST TOTAL | TOTAL COST |
|---|---|---|---|---|---|---|---|---|
| | TRENCH EXCAVATION & BACKFILL | | | | | | | |
| * | Class C | 70 | LF | 4.00 | ⚠ | | | 280 |
| | Class D | 230 | LF | 15.00 | ⚠ | | | 3450 |
| * | Rock Excavation | 50 | CY | 46.50 | ⚠ | | | 2325 |
| | PIPE & FITTINGS | | | | | | | |
| | 15" CMP | 230 | LF | 22.00 | | | | 5060 |
| * | 8" DIP | 300 | LF | 12.60 | | | | 3780 |
| | Labor for Pipe In Casing | 230 | LF | 6.00 | | | | 1380 |
| * | Fittings | 440 | lbs | 1.80 | | | | 792 |
| * | Couplings | 2 | EA | 100 | ⚠ | | | 200 |
| | Pipe Base | 300 | LF | 1.25 | | | | 375 |
| | Pipe Zone | 300 | LF | 2.40 | | | | 720 |
| | Connections to Existing W.L. | 2 | EA | 1000 | ⚠ | | | 2000 |
| | VALVES | | | | | | | |
| * | 8" GTV | 2 | EA | 850 | | | | 1700 |
| | TOTAL NORTH 8" WATERLINE | | | | | | | $22062 |
| * | MAY BE COMPARED TO BID ITEMS ⚠ | | | | | | | |

**Exhibit** B

TOTAL (THIS SHEET) 22062

FORM 7

CH2M HILL CORNELL, HOWLAND, HAYES & MERRYFIELD
CLAIR A. HILL & ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS

## COST ESTIMATE
REVISED 6/9/81 ⚠

BY JS & TAL DATE 5/20/81 SUBJECT CRYSTAL SPRINGS WD SHEET NO. 2 OF 4
MT. HOOD HWY 4" WATERLINE JOB NO. P14576.AD

| № | DESCRIPTION | QUANTITY | UNIT | COST | | COST | | TOTAL COST |
|---|---|---|---|---|---|---|---|---|
| | | | | UNIT | TOTAL | UNIT | TOTAL | |
| | TRENCH EXCAVATION & BACKFILL | | | | | | | |
| | CLC | 575 | LF | 4.00 | ⚠ | | | 2300 |
| * | Rock Excavation | 50 | CY | 46.50 | ⚠ | | | 2325 |
| | VALVES | | | | | | | |
| | 4" GTV | 2 | EA | 550 | | | | 1100 |
| * | 8" GTV | 1 | EA | 850 | | | | 850 |
| | PIPE & FITTINGS | | | | | | | |
| | 4" DIP | 575 | LF | 8.00 | | | | 4600 |
| | Fittings | 270 | LBS | 2.00 | | | | 540 |
| | Couplings | 1 | EA | 146 | ⚠ | | | 146 |
| | Pipe Base | 575 | LF | 1.24 | | | | 713 |
| | Pipe Zone | 575 | LF | 2.40 | | | | 1380 |
| | Connections To Existing W.L. | 2 | EA | 1000 | | | | 2000 |
| | TOTAL 4" WATERLINE | | | | | | | $15954 |
| * | MAY BE COMPARED TO BID ITEMS | ⚠ | | | | | | |

**Exhibit B**

TOTAL (THIS SHEET)

FORM 7

CH2M HILL
CORNELL, HOWLAND, HAYES & MERRYFIELD
CLAIR A. HILL & ASSOCIATES
ENGINEERS · PLANNERS · ECONOMISTS

# COST ESTIMATE

REVISED 6/9/81 ⚠

BY SS & TAL DATE 5/20/81 SUBJECT CRYSTAL SPRINGS WD SHEET NO. 3 OF 4
MT HOOD HWY SOUTH 8" WATERLINE JOB NO. P14576.A0

| No. | DESCRIPTION | QUANTITY | UNIT | COST UNIT | COST TOTAL | COST UNIT | COST TOTAL | TOTAL COST |
|---|---|---|---|---|---|---|---|---|
| | TRENCH EXCAVATION & BACKFILL | | | | | | | |
| * | CL C | 420 | LF | 4.00 | ⚠ | | | 1680 |
| | CL D | 150 | LF | 15.00 | ⚠ | | | 2250 |
| * | ROCK EXCAVATION | 70 | CY | 46.50 | ⚠ | | | 3256 |
| | VALVES | | | | | | | |
| | 6" GTV | 3 | EA | 660 | | | | 1980 |
| | 4" GTV | 1 | EA | 550 | | | | 550 |
| | PIPE & FITTINGS | | | | | | | |
| | 15" CMP | 150 | LF | 22.00 | | | | 3300 |
| * | 8" DIP | 570 | LF | 12.60 | | | | 7182 |
| | Labor For Pipe In Casing | 150 | LF | 6.00 | | | | 900 |
| * | Fittings | 950 | LBS | 1.50 | ⚠ | | | 1425 |
| * | Couplings | 3 | EA | 100 | ⚠ | | | 300 |
| | Pipe Base | 570 | LF | 1.20 | | | | 684 |
| | Pipe Zone | 570 | LF | 2.40 | | | | 1368 |
| | Connections To Existing W.L. | 2 | EA | 1370 | ⚠ | | | 2740 |
| | 6" DIP | 50 | LF | 10.50 | | | | 525 |
| | 4" DIP | 30 | LF | 8.00 | | | | 240 |
| | TOTAL SOUTH 8" WATERLINE | | | | | | | $28379- |
| * | MAY BE COMPARED TO BID ITEMS ⚠ | | | | | | | |

**Exhibit** B

TOTAL (THIS SHEET) $28379

FORM 7

CH2M HILL
CORNELL, HOWLAND, HAYES & MERRYFIELD
CLAIR A. HILL & ASSOCIATES
ENGINEERS • PLANNERS • ECONOMISTS

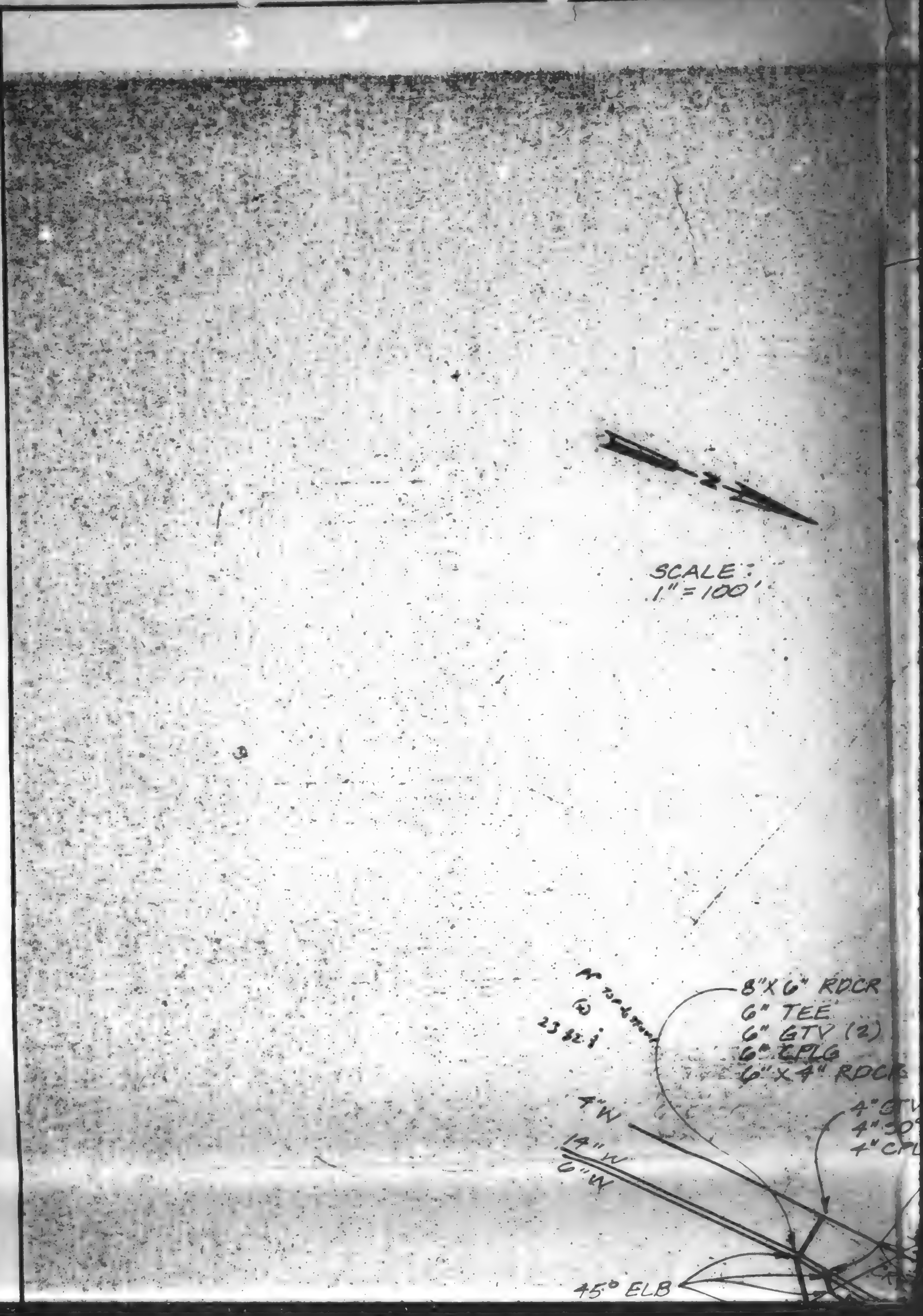
# COST ESTIMATE
REVISED 6/9/81 ⚠

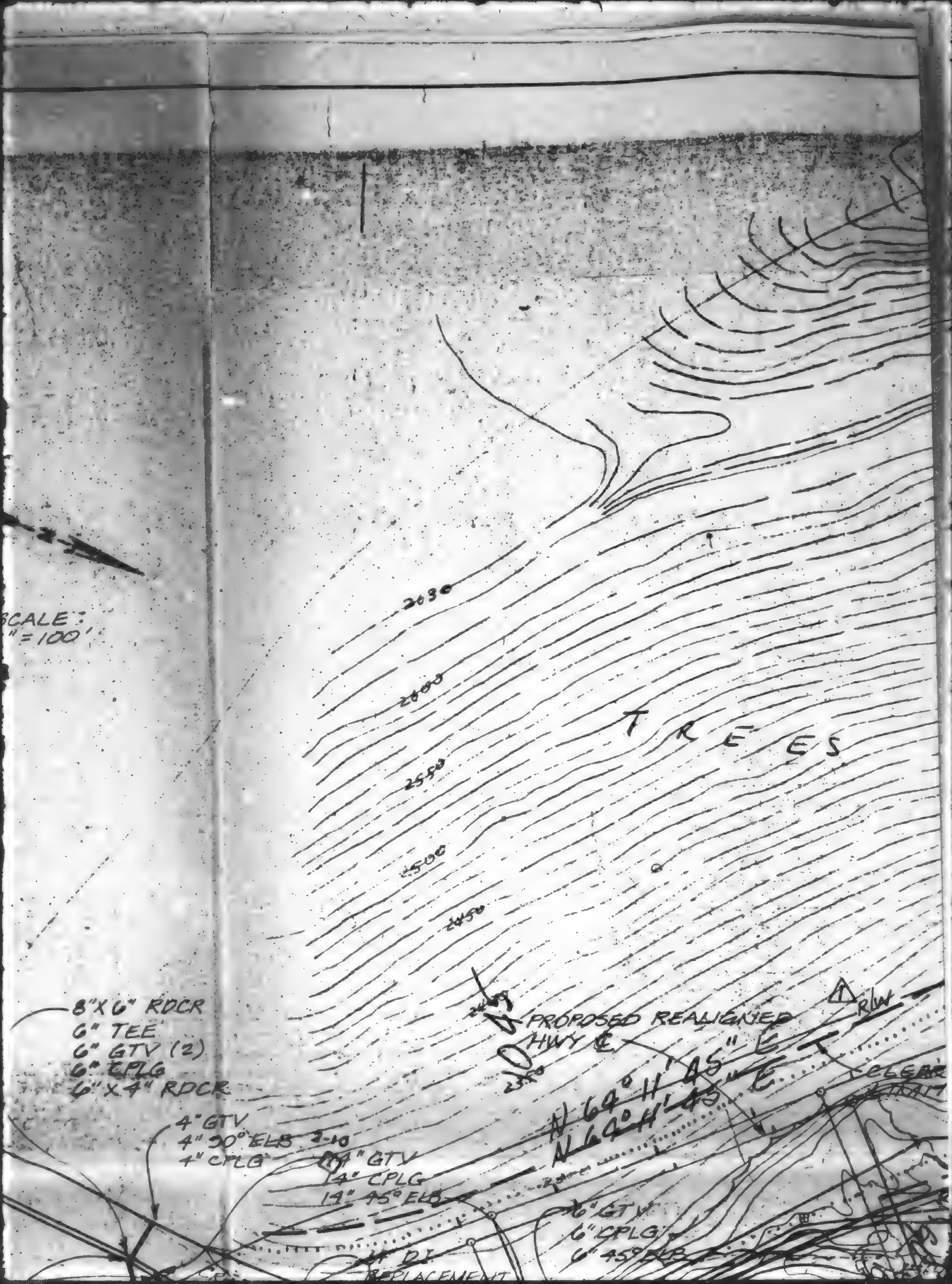
BY JS & TAC DATE 5/20/80 SUBJECT CRYSTAL SPRINGS WD SHEET NO. 4 OF 4
MT HOOD HWY 14" WATERLINE JOB NO. P14576.AO

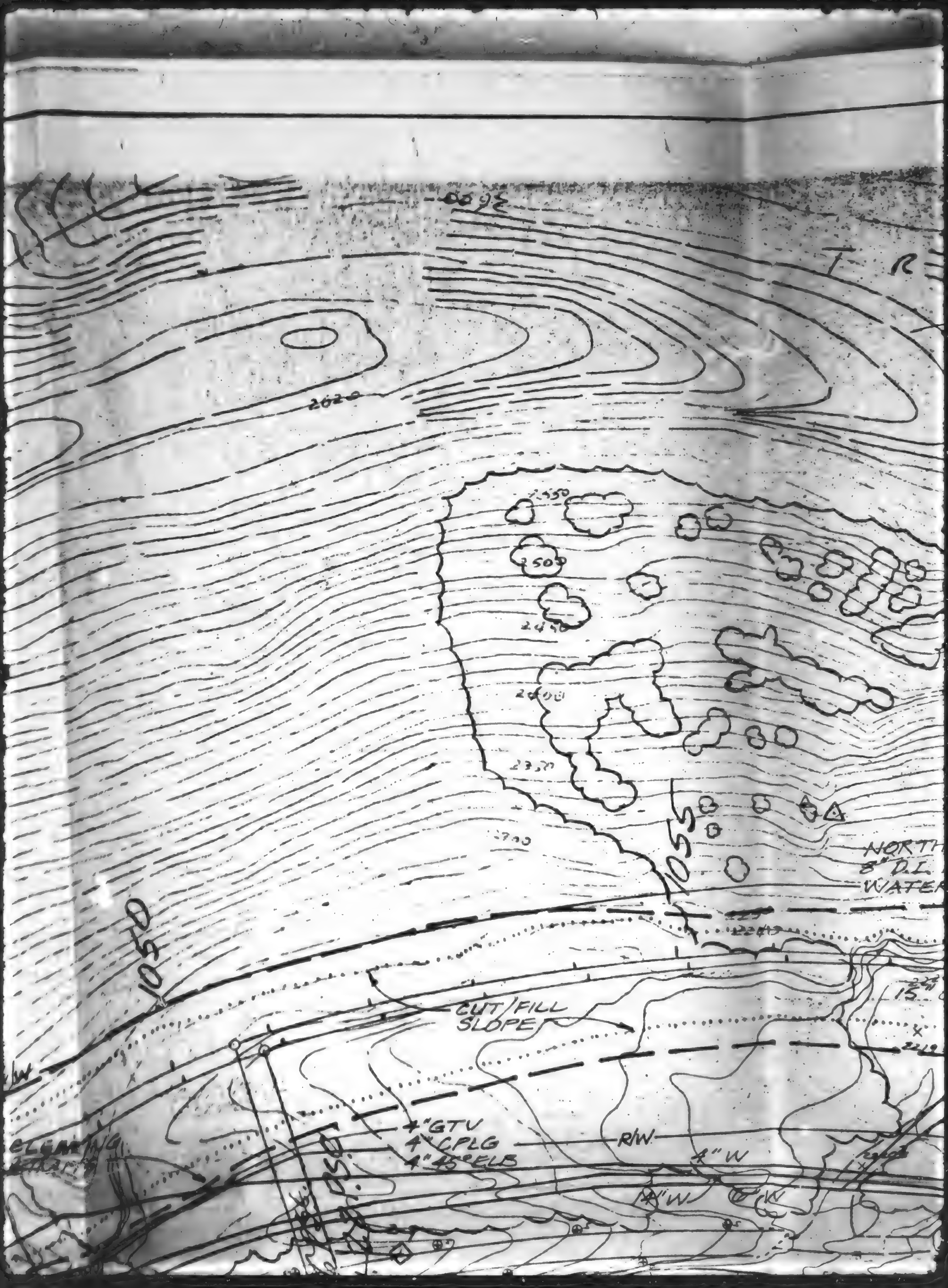
| Nº | DESCRIPTION | QUANTITY | UNIT | COST UNIT | COST TOTAL | COST UNIT | COST TOTAL | TOTAL COST |
|---|---|---|---|---|---|---|---|---|
| | TRENCH EXCAVATION & BACKFILL | | | | | | | |
| * | CL C | 290 | LF | 5.00 | ⚠ | | | 1450 |
| | CL D | 160 | LF | 18.00 | ⚠ | | | 2880 |
| * | Rock Excavation | 78 | CY | 45.00 | ⚠ | | | 3510 |
| | VALVES | | | | | | | |
| * | 14" BTFLV | 2 | EA | 1500 | | | | 3000 |
| | PIPE & FITTINGS | | | | | | | |
| | 24" CMP | 160 | LF | 30.00 | | | | 4800 |
| * | 14" DIP | 450 | LF | 22.00 | | | | 9900 |
| | Labor For Pipe In Casing | 160 | LF | 11.00 | | | | 1760 |
| * | Fittings | 1600 | LBS | 2.00 | | | | 3200 |
| * | Couplings | 2 | EA | 200 | ⚠ | | | 400 |
| | Pipe Base | 450 | LF | 1.20 | | | | 540 |
| | Pipe Zone | 450 | LF | 2.40 | | | | 1080 |
| | Connections To Existing W.L. | 2 | EA | 1500 | | | | 3000 |
| | TOTAL 14" WATERLINE | | | | | | | $35520 |
| * | MAY BE COMPARED TO BID ITEMS ⚠ | | | | | | | |
| | TOTAL (THIS SHEET) | | | | | | | |

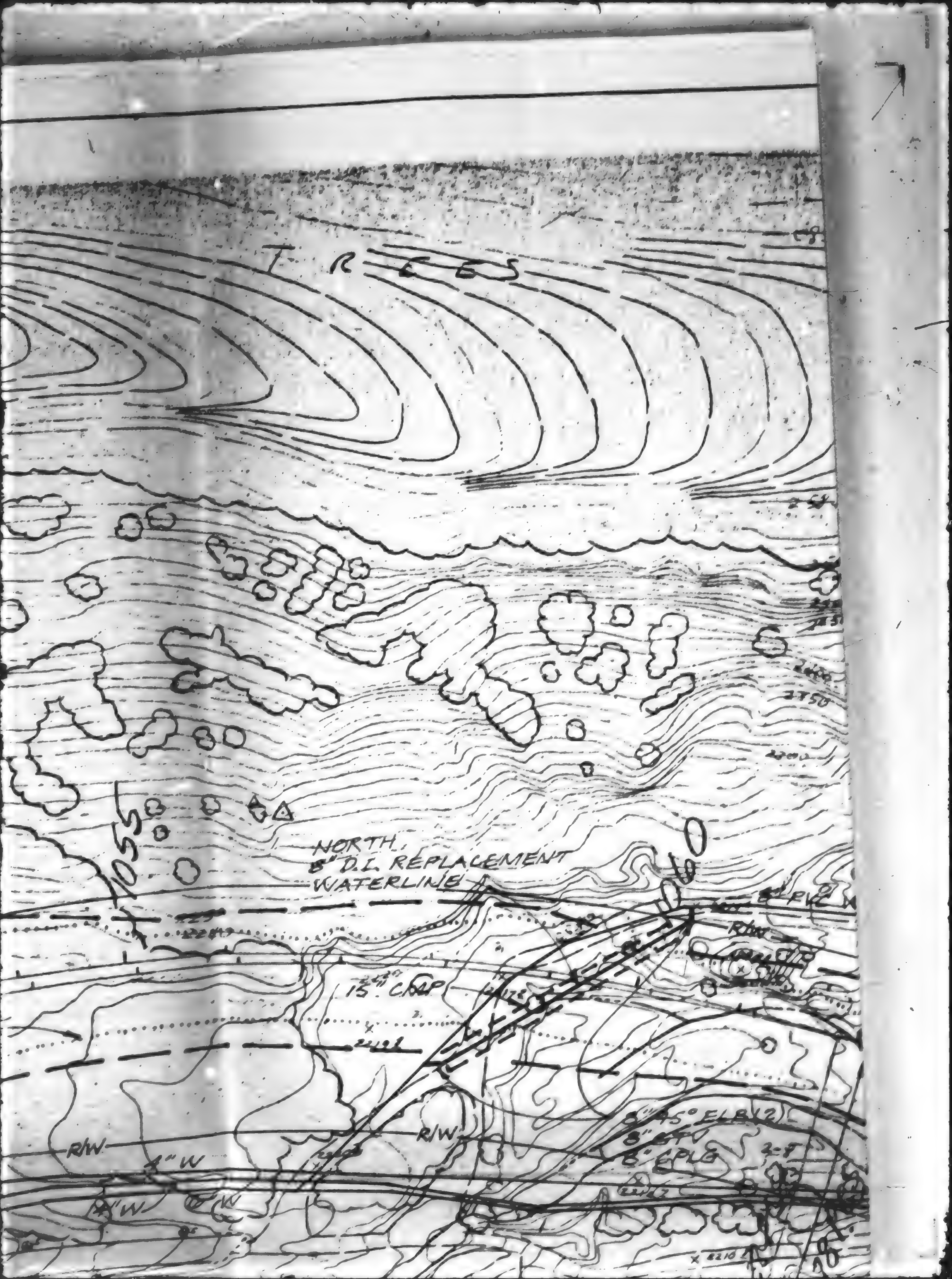
Exhibit E

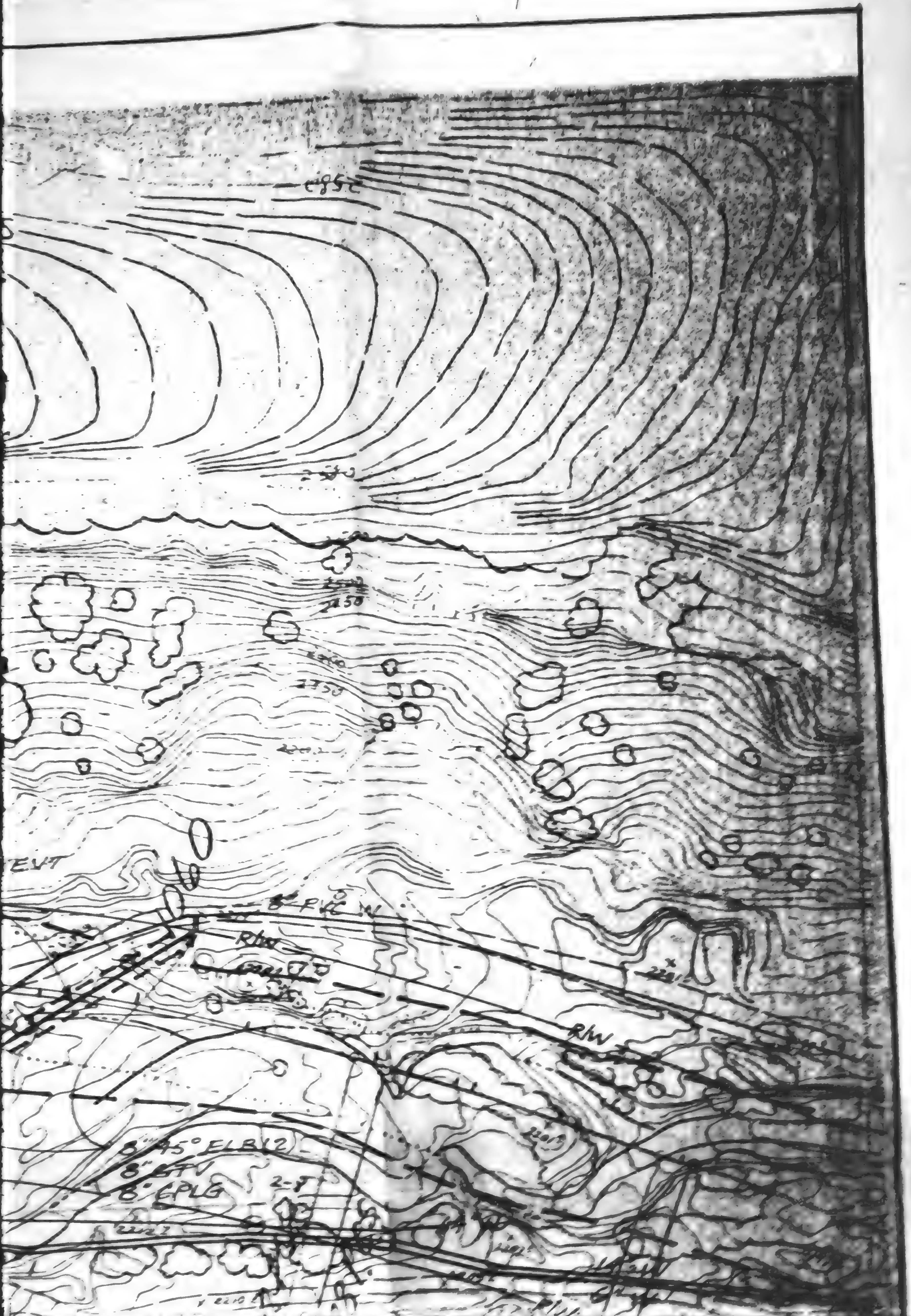
FORM 7

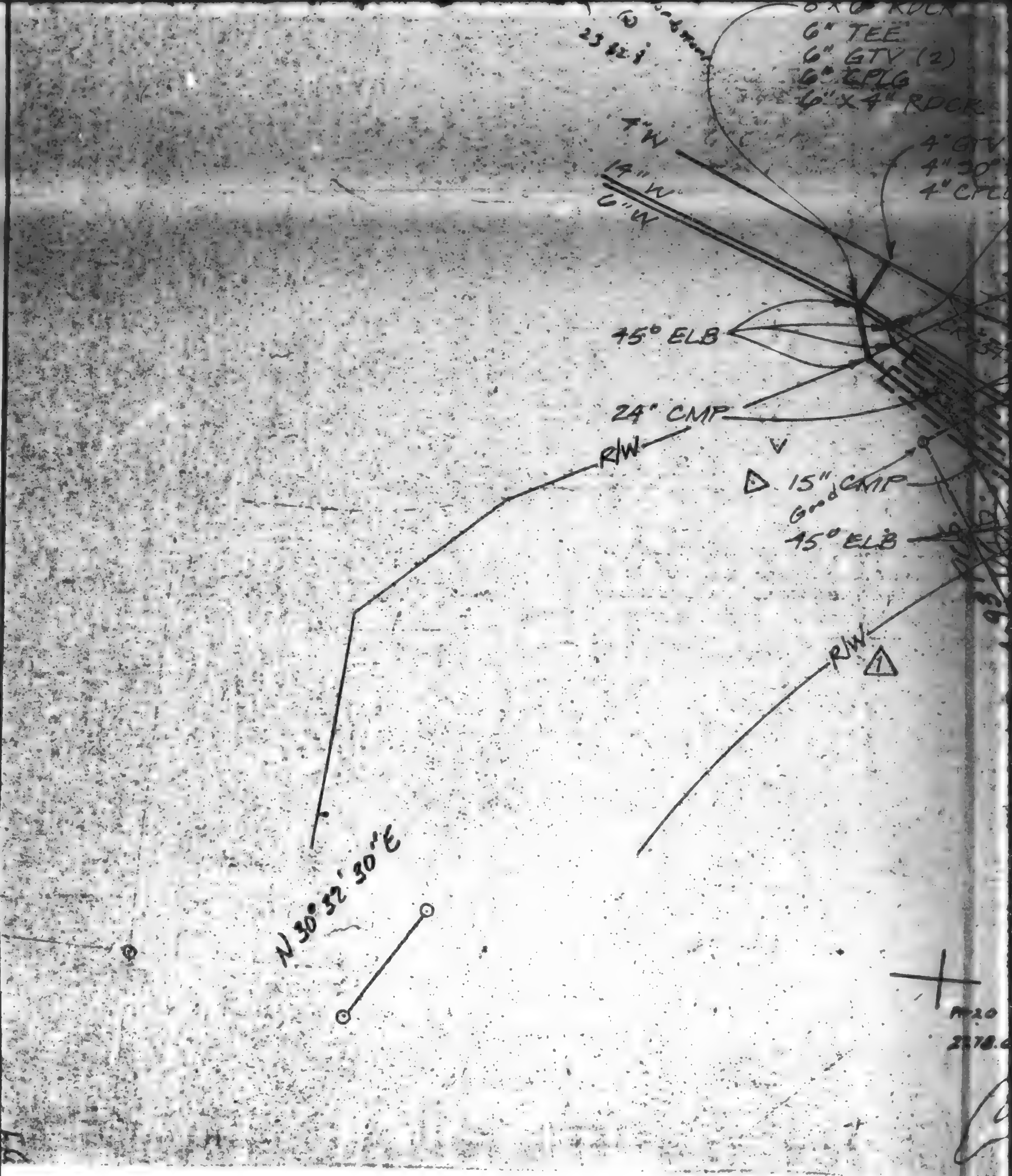

N
SCALE:
1" = 100'
8"X 6" RDCR
6" TEE
6" GTV (2)
6" CPLG
6" X 4" RDCR
4" GT
4" 30°
4" CPL
4"W
14"W
6"W
45° ELB
(2)
23 82.1


SCALE:
"=100'
2630
2600
2550
2500
2450
2400
2350
TREES
PROPOSED REALIGNED
HWY ℄
1
R/W
N 64° 11' 45" E
N 64° 11' 45" E
CLEAR
8"X6" RDCR
6" TEE
6" GTV (2)
6" CPLG
6"X4" RDCR
4" GTV
4" 30° ELB
4" CPLG
2-10
14" GTV
14" CPLG
14" 45° ELB
6" GTV
6" CPLG
6" 45° ELB
14" DI
REPLACEMENT

2600
T R
2620
2550
2500
2450
2400
2350
2300
1055
1050
NORTH
8" D.I.
WATER
15"
CUT/FILL
SLOPE
4"GTV
4" CPLG
4" 45°ELB
R/W
4"W
4"W
CLEARING
1050

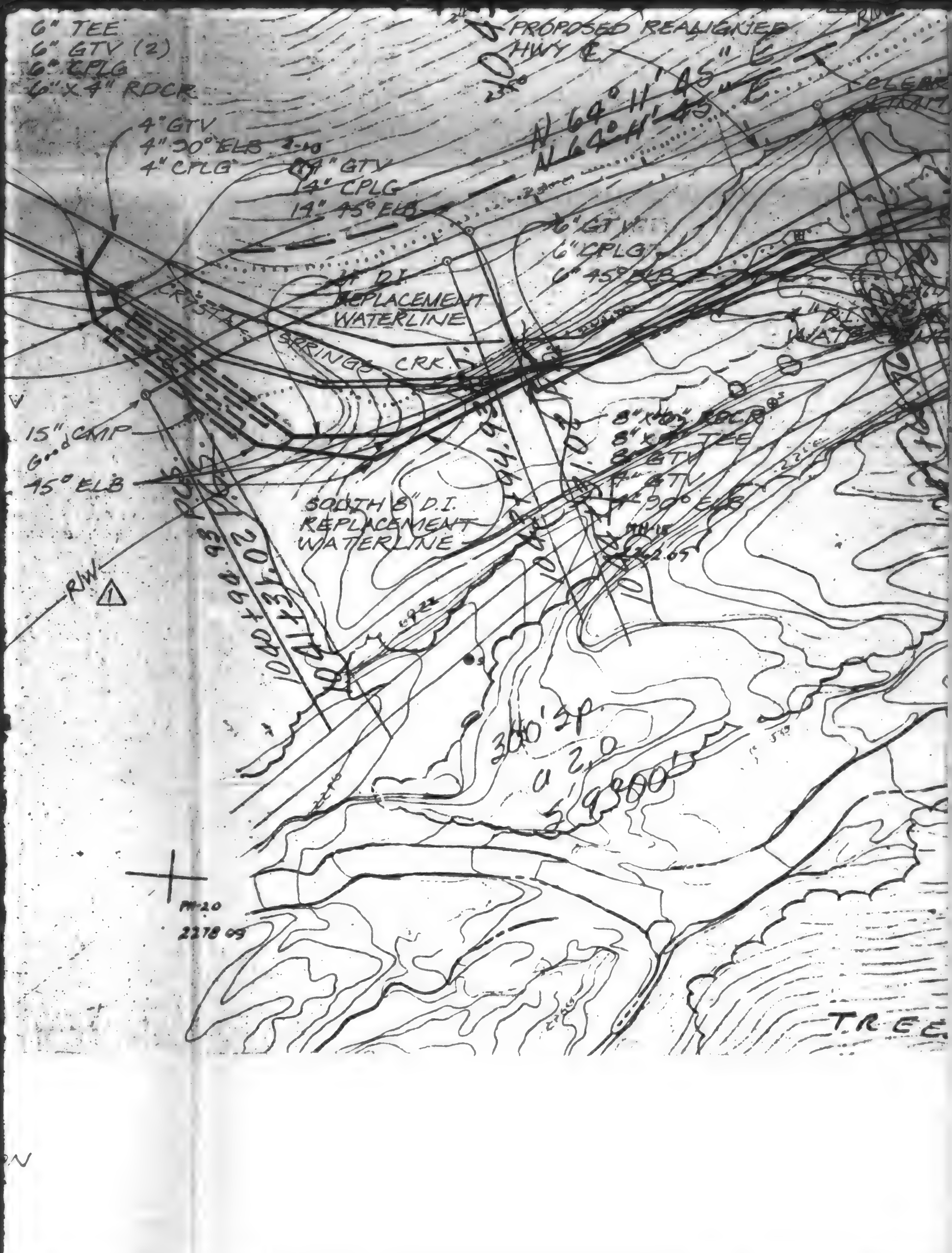

TREES
NORTH
8" D.I. REPLACEMENT WATERLINE
1055
8" PVC W
R/W
15" CMP
8" 45° ELB (2)
8" GV
8" EPLG
R/W
4" W
4" W
4" W
x 2210


EVT
8" PVC W
R/W
R/W
8" 45° ELB (2)
8" GTV
8" CPLG
2-8"

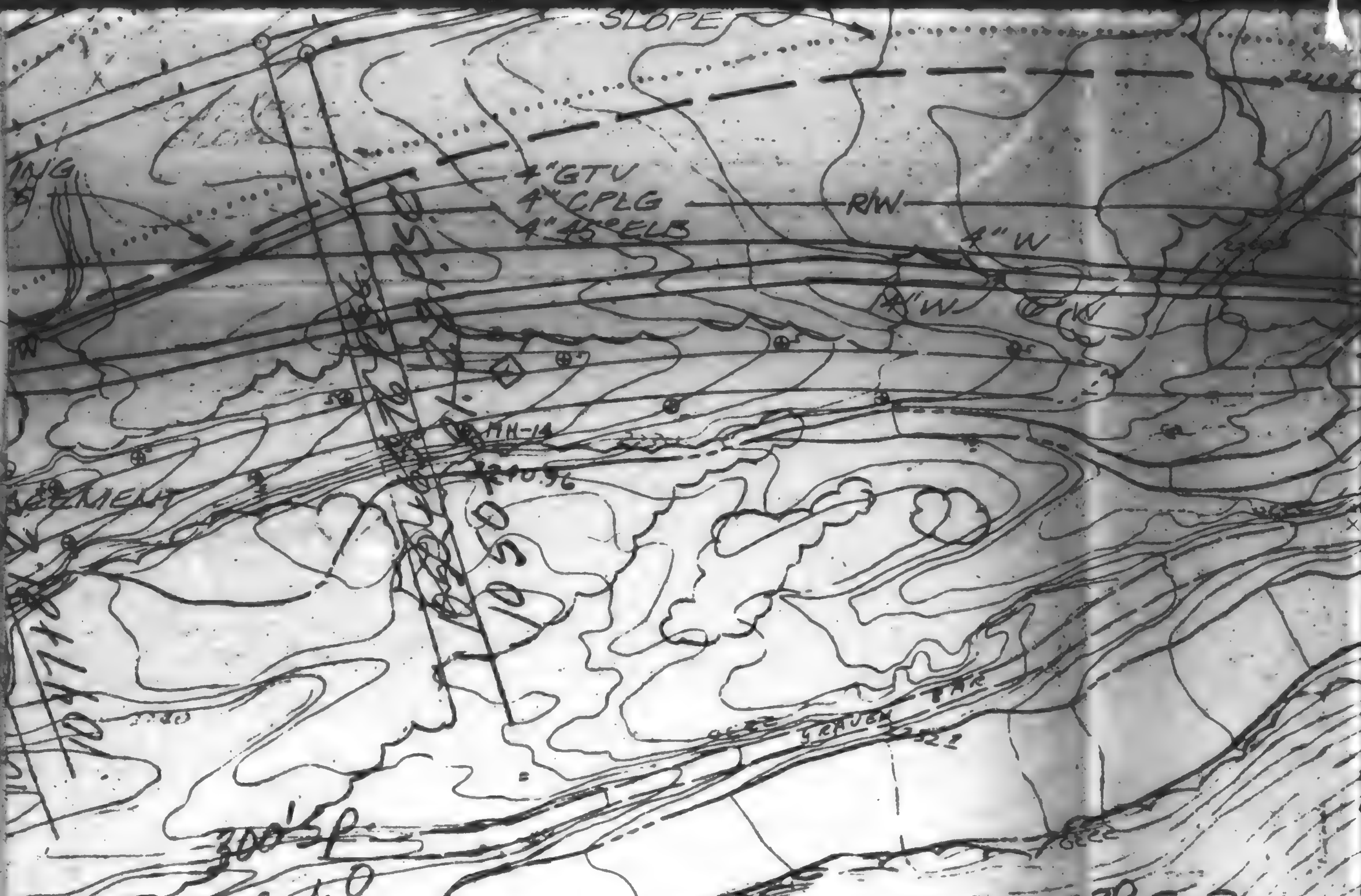

6" TEE
6" GTV (2)
6" CPLG
6"X4" RDCR
4" GTV
4" 30°
4" CPL
4" W
14" W
6" W
45° ELB
24" CMP
R/W
15" CMP
45° ELB
R/W
1
N 30°52'30"E

NOTES:

1. BASE MAP PROVIDED BY O.D.O.T
2. THIS DRAWING IS NOT FOR CONSTRUCTION & IS CONSIDERED A GRAPHIC REPRESENTATION OF THE WATERLINE CONFLICTS.

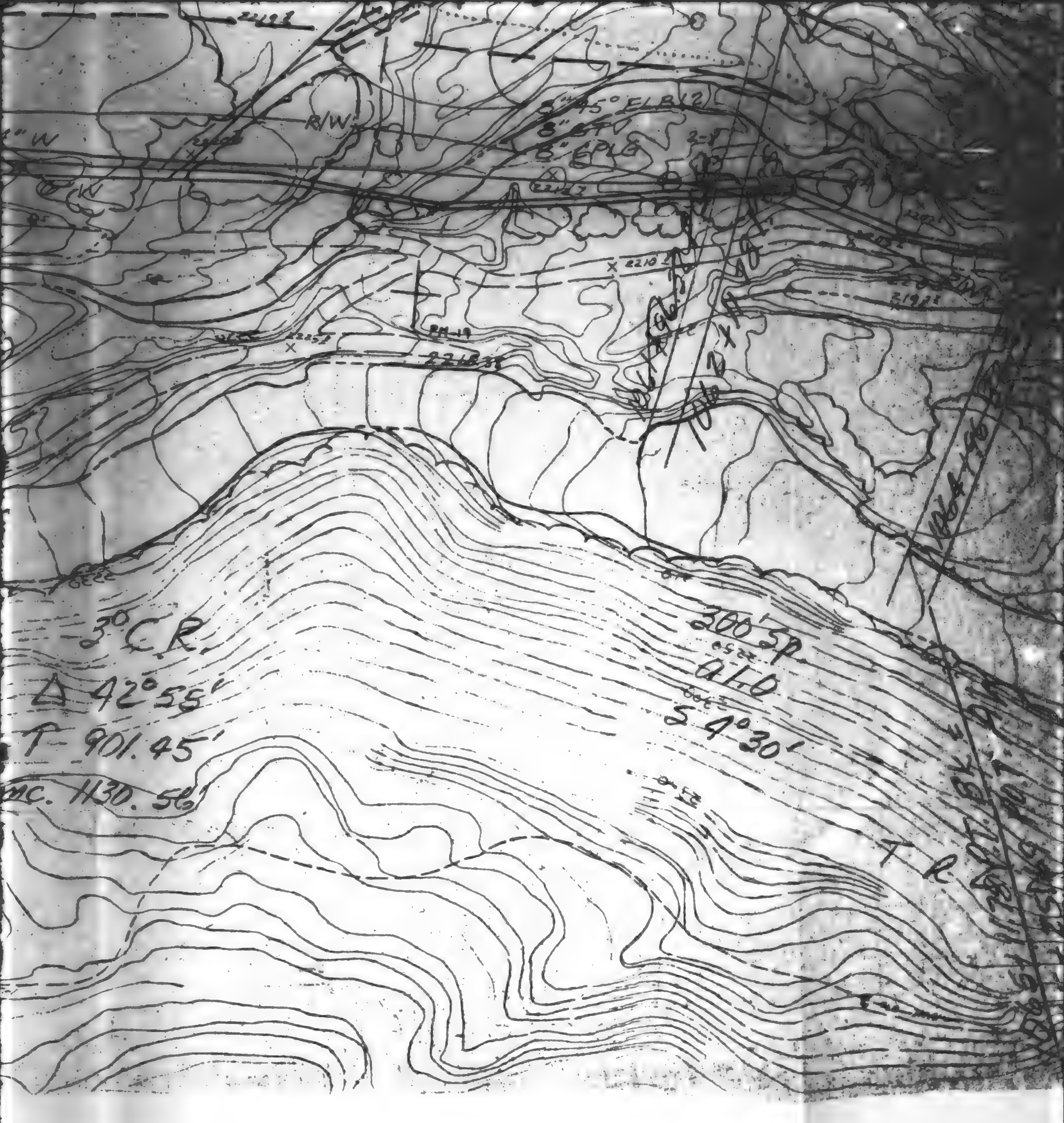

6" TEE
6" GTV (2)
6" CPLG
6" X 4" RDCR
PROPOSED REALIGNED HWY ℄
R/W
N 64° 11' 45" E
N 64° 11' 45" E
CLEAR
4" GTV
4" 30° ELB
4" CPLG
14" GTV
14" CPLG
14" 45° ELB
6" GTV
6" CPLG
6" 45° ELB
14" D.I. REPLACEMENT WATERLINE
CRYSTAL SPRINGS CRK.
4" D.I. WATERLINE
8" X 6" RDCR
8" X 4" TEE
8" GTV
4" GTV
4" 30° ELB
15" Good CMP
45° ELB
SOUTH 8" D.I. REPLACEMENT WATERLINE
R/W
1
S 20°13'40" W
300' 3P
0 2.0
5 9300
PM-20
2278.09
TREE

ON


SLOPE
4" GTV
4" CPLG
4" 45° ELB
R/W
4" W
MH-14
300' SP
a 1.0
3° C.R.
Δ 42°55'
T 901.45'
Lmc. 1130.56'

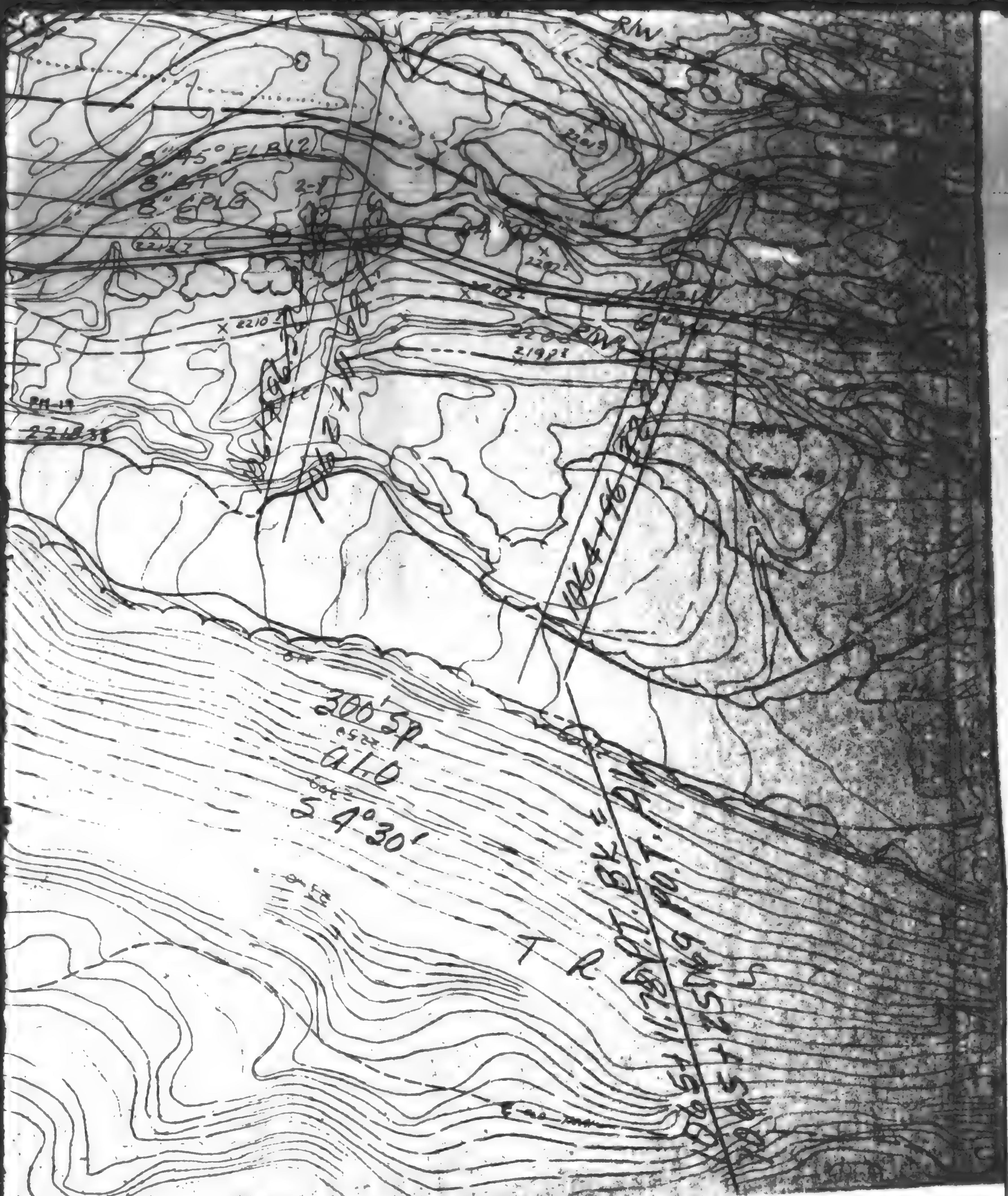
RELOCATION OF WATER FACILITIES
THAT CONFLICT WITH THE RECONSTRUCTION
OF THE MT. HOOD HIGHWAY NEAR
CRYSTAL SPRINGS CREEK

CRYSTAL SPRINGS WATER DISTRICT
ODELL, OREGON


R/W
8" 45° ELB(2)
3°C.R.
Δ 42°55'
T 901.45'
MC. 1130.56'
300' Sp
OLD
S 4°30'
T R

Ex

⚠ REVISION NO.1 6-4-81 ADD ODOT PRELIMINARY RIGHT OF WAY LINE 5/22/81


R/W
8" 45° ELB (2)
8" BFV
8" EPLG
2-8
2210
2197
R/W
2218.38
1064+96
300' Sp.
a.l.d
S 4°30'
T R
BK = 1101.18
P.O.T. 1064+52.47

CH2M HILL

MAY 1981

Exhibit B P14576.A0.00

N NO.1 6-4-81 ADD ODOT PRELIMINARY
F WAY LINE 5/22/81

9338 L

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

In Reply Refer to
File No.: PRO 6-2

June 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80353
Project No. FR-24 (31)
Yellowjacket Cr. - Mt. Hood Section
Hood River County

Attached support data consists of PR-1 forms with project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for the project on July 23, 1981.

JLG/lms
Attachments

cc: E.L. Hart
General Files

9338

H.S. Coulter

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HIGHWAY DIVISION**
Right of Way Unit
9002 S.E. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

NOTED
H.S. COULTER

June 12, 1981

Board of Commissioners
Crystal Springs Water Dist.
P.O. Box 186
Odell, OR 97044

WATER FACILITY RELOCATION

File 52003 - Crystall Springs Water Dist.
Polallie Creek-Yellow Jacket Crk. Sec.
Mt. Hood Highway
Hood River County
FAP# ERFO-326(1)

In response to your requests, and in the interest of an expeditious solution facing all parties to this natural disaster, I agreed on June 11, 1981 to the following:

1) An X permit from the present crossing of the new alignment vicinity Sta. 1042± to the most northerly crossing of the new alignment vicinity Sta. 1059±. The new waterline will be located on the westerly side of the to be constructed fill within the limits of the new right of way.

2) Participation in the costs, which the Oregon State Highway Division is responsible for, will include the unit costs contained in the bid items and estimated costs for items which are not utilized in the design which eliminates the crossings. For the bid items, the cost will be an average of the 3 lowest bids for those items.

3) To assist the District in a quick relocation, the Oregon State Highway Division will pay to the District the estimated cost of the work the Division is responsible for. The final costs will be analyzed and any funds remaining will be reimbursed to the Division. If additional funds are due the District, they will be paid at the time of final audit.

4) Engineering costs will be paid the District based on terms discussed with Mr. Terry Crockford, $CH_2M$-Hill by Mr. Jack Cartwright on June 11, 1981.

We sincerely appreciate the cooperation and the prompt handling of matters of mutual interest in the meeting of last Friday. A list

RECEIVED
STATE HWY ENGR
JUN 15 '81
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

of those in attendance is attached. Mr. Cartwright will immediately formalize in an agreement the items contained in this letter.

We appreciate in conjunction with our activities, the permit of entry so the project may continue in an orderly manner.

Very truly yours,

J. B. BOYD
RIGHT OF WAY MANAGER

JBB:kc
Attachment

cc H.S. Coulter
E.S. Hunter
E.L. Hardt
Kenneth L. Rolfe
Roger Trygstad
Jack Sollis
Kenneth Abraham

| | |
|---|---|
| KEN ROLFE | ODOT |
| ELMER MURRAY | HOOD RIVER COMM. |
| Richard Whitecotton | Crystal Springs |
| C. Harrison Thornton Jr. | Mt. Hood Meadows |
| Lonnie Westfall | CSWD |
| Terry Crockford | CH2M HILL |
| Fred Moe | CSWD |
| George Tamura | Crystal Springs |
| Gordon Wells | Crystal Springs |
| Clay Simmon Clay Simmond | Mt Hood Meadows |
| Ken Abraham Ken Abraham | Hood Riv |
| J B Boyd | ODOT |

9338

ROW

4

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** E. S. Hunter
Technical Services Engineer

**DATE:** June 12, 1981

**FROM:** J. B. Boyd
Right of Way Manager

NOTED
E. S. HUNTER

**SUBJECT:** Mt. Hood Project
Permits of Entry
Utility Problem

We were able to settle all the outstanding issues. It does not appear any further major roadblocks exist to the permits of entry or waterline relocation. We should be able to proceed within a short time.

JBB:jh

RECEIVED
TECHNICAL SERVICES

JUN 12 '81

REFER TO
Christen

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

9338 6-1-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division - Salem, OR

4. PROGRAM NO.
5. ITEM NO. ER4

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE JUN 1 1981
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Polallie Creek - Yellowjacket Creek Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY See below
TEC $168,000
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 5-27-81 and 5-28-81, you are authorized to proceed with all phases of right of way acquisition as shown on Right of Way maps 9B-19-8 and 8B-9-21 subject to the conditions that negotiations, including permits of entry, will not commence until the environmental document is approved. Authorization to utilize voluntary rights of entry because of the unusual and extenuating circumstances of the project is conditioned to the property owners being fully apprised of their rights to prior payment before requesting a voluntary right of entry.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUN 8 '81
REFER TO Moehring
FOR
Info Memo R/D D/R Sig Act File

orig to
6/8

14. DATE JUN 1 1981
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 6/1/81 | Primary 24 | Primary 26 |

10. GENERAL LOCATION:
Polallie Creek - Yellowjacket Creek Section

11. GENERAL DESCRIPTION OF WORK
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 6/1/81 you are authorized to proceed with PS&E preparation for the South Unit (Polallie Creek - Dog River Section) upon approval of the 4F Statement.

(The above authorization does not require additional obligation of funds)

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FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 6/1/81 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1980

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. ERFO-326 (1)
Polallie Cr. - Yellowjacket Creek Sec.
1980 Emergency Relief
Hood River County

I request authorization to proceed with the PS&E preparation phase of preliminary engineering on the Polallie Creek-Dog River Section of the subject project upon approval of the 4F Statement.

Authorization to proceed as requested will not requre an additional obligation in total cost or federal funds.

CL/lms

cc: General Files

Form 734-3122

9338

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. ERFO-326(1)
Polallie Cr.-Yellowjacket Cr. Section
1980 Emergency Relief
Hood River County

As an addendum to my letter of May 27, 1981 I request the following: 1) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost and federal funds of $168,000. The right-of-way to be acquired is as outlined in red on the previously submitted right of way roll maps.

There are no improvements within the areas to be acquired; therefore, no relocation is involved.

CL:bkc

cc: R. Henry
F. Lowe
General Files

Form 734-8122

No 26

9338

ROAD DESIGN SECTION 378-6558

May 27, 1981

J. E. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 52000, 52001, 52002,
52003, 52004, 52037,
52038, 52039, 52040
52041 & 52042
Polallie Creek - Yellowjacket Creek
Mt. Hood Highway
Hood River County

Attached are descriptions, an authorization and prints for eleven files for the subject project, scheduled for July 23, 1981.

By:

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9338

May 27, 1981

Board of County Commissioners
Hood River County Courthouse
Hood River, OR 97031

LOC 7

Attention: L. G. Sheirbon
Director of Records & Assessment

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 436," adopted by the Transportation Commission on May 19, 1981 covering the Polallie Creek-Dog River Section of the Mt. Hood Highway in Hood River County.

Also attached is a survey approval map.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
Attachment

bc: Don Harwell (Resolution attached)

9336 Form FHWA 121 (1/80)

L

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project ER-328(1)
E. Fork Hood River (Baseline Rd.) Bridge
County Road FAS 341, Hood River County

NOTED
E. S. HUNTER

Date: May 18, 1981

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your April 22, 1981, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Original Signed By
E. J. VALACH
Program Development
Engineer

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

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9338

26

ROAD DESIGN SECTION

DES 16-1

Ed Hardt
Region Engineer

May 14, 1981

Attn. Mike Stovall

**From:** Lyle K. Watson
L. K. Watson
Acting Final Design Engineer

**Subject:** Polallie Creek-Dog River Section
[redacted]
Hood River County

Attached is R/W Map No. 9B-19-8 showing suggested right-of-way lines through the Mt. Hood National Forest.

The R/W map is to be used when contacting U.S. Forest Service personnel, under terms of the Memorandum of Understanding between the Highway Division and the U.S. National Forest.

LKW:ja

Attachment

cc George Wills
Hank Wakerlig
Norm Cumo

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED

MAY 15 1981

ROAD DESIGN SECTION

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9338 26

**ROAD DESIGN SECTION** **DES 16-1**

Ed Hardt
Region I Engineer

May 11, 1981

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Dog River-Yellowjacket Creek Section
[redacted]
Hood River County

Enclosed are 4 sets of May 4, 1981 preliminary plans for the project, for your information.

These plans cover the northerly three miles of the damaged area where we are, for the most part, staying on the existing alignment. We began our work with the idea of maintaining 10 to 12 feet of vertical distance between the river bottom and finish grade and as much horizontal distance as practical. These plans reflect that thinking.

As we were nearing the completion of these plans, we met with some representatives of the State Department of Fish and Wildlife. These folks took the stand that any work in the river should be kept to a minimum. They said the act of nature that devastated the road had improved the stream characteristics for fish habitat and they would not like to see us change it.

Since that meeting, we have been revising the plans to minimize the channel work. So, as you look these plan sheets over, please remember they are being changed and they are "informational" only.

FE:ja

Enc.

✓ Verstoeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 22 1981
ROAD DESIGN SECTION

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Action

9338

HSC

Consent Calendar
5

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
FR-55

DATE: May 8, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The survey on the following project has been completed.

Polallie Creek - Dog River Section
Mt. Hood Highway
Hood River County

This is a portion of the Emergency Relief Project caused by the washout of the Mt. Hood Highway December 1980 which requires realignment. The remainder of the project will follow the existing Highway.

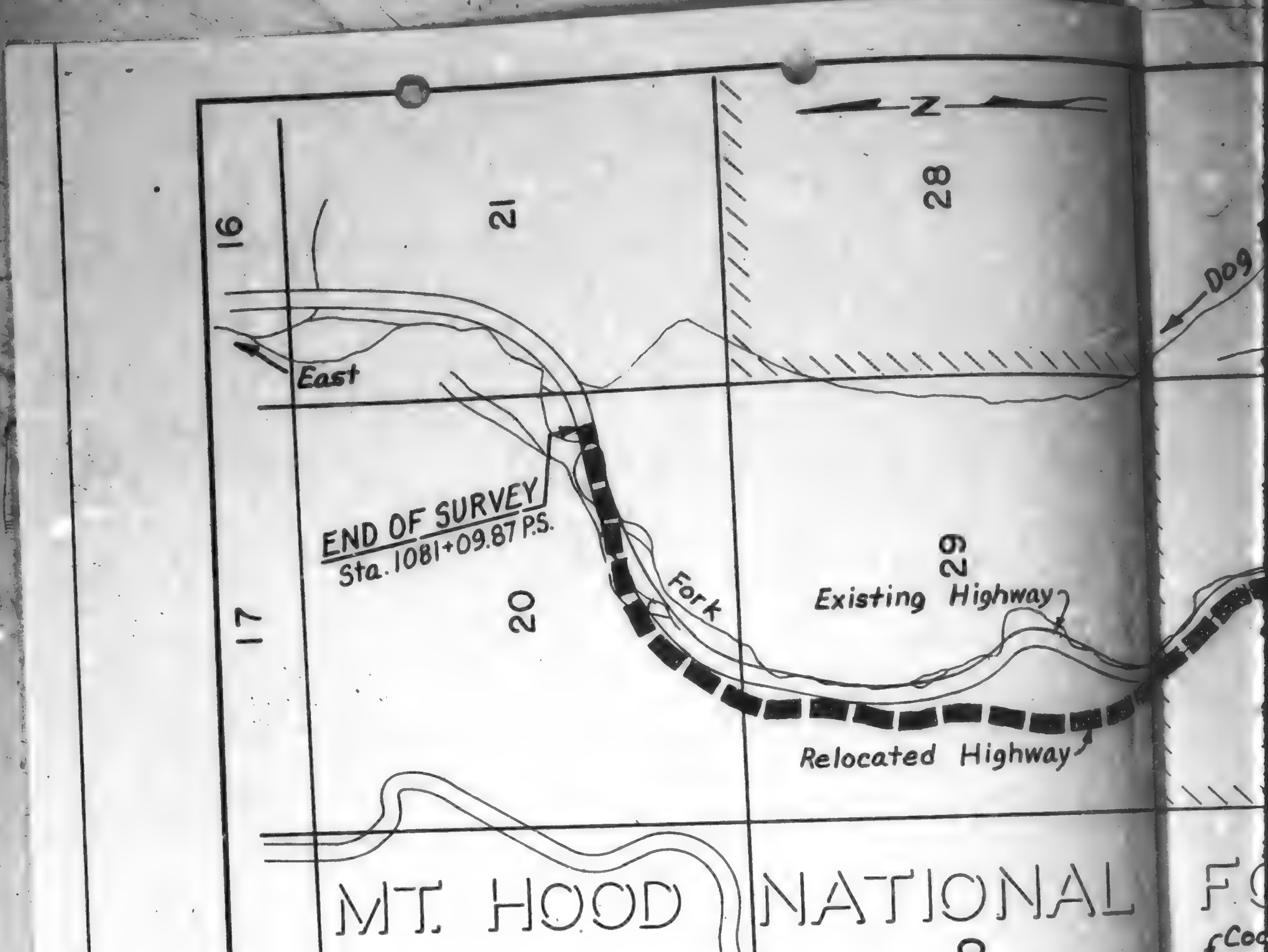
Your approval of the attached Survey Approval Map is requested. The work has been accomplished consistent with the federal regulations.

This matter will be on the Consent Calendar for your May meeting.

BLG:bkc
Attachment

bc: F.B. Klaboe
R.W. Gormsen
E.S. Hunter
D.H. Moehring
J.H. Versteeg
George Bell
E.L. Hardt

Form 734-3122


N
16
21
28
Dog
East
END OF SURVEY
Sta. 1081+09.87 P.S.
Fork
29
Existing Highway
17
20
Relocated Highway
MT. HOOD NATIONAL F
30
Coo
18
19
Evans Creek
R. 10E., W.M.
R. 9 E., W.M.
36
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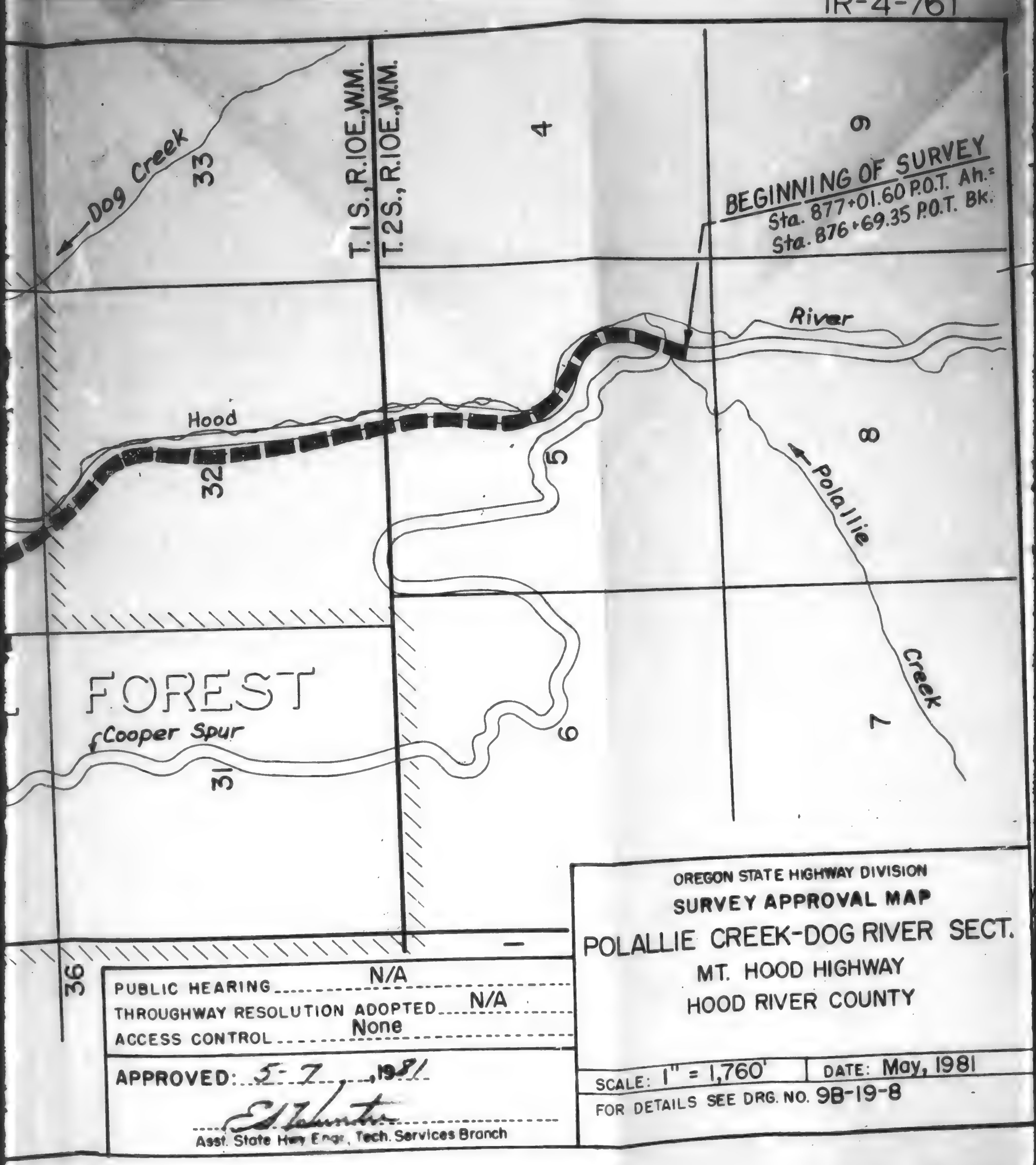
1R-4-761


Dog Creek
33
T. 1 S., R. 10 E., W.M.
T. 2 S., R. 10 E., W.M.
4
9
BEGINNING OF SURVEY
Sta. 877+01.60 P.O.T. Ah.=
Sta. 876+69.35 P.O.T. Bk.
River
Hood
32
5
8
Polallie
Creek
FOREST
Cooper Spur
31
6
7
36

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

POLALLIE CREEK-DOG RIVER SECT.

MT. HOOD HIGHWAY

HOOD RIVER COUNTY

SCALE: 1" = 1,760'

DATE: May, 1981

FOR DETAILS SEE DRG. NO. 9B-19-8

PUBLIC HEARING N/A

THROUGHWAY RESOLUTION ADOPTED N/A

ACCESS CONTROL None

APPROVED: 5-7, 1981

Asst. State Hwy Engr., Tech. Services Branch

9338

2

STATE OF OREGON
HIGHWAY DIVISION - Road Design

## INTEROFFICE MEMO

TO: FILES

DATE: May 7, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Emergency Repair Work
Mt. Hood Highway

NOTED
E. S. HUNTER

co PLC
#9295

Cooper-Spur detour overlay has been advertised.

Polallie Creek-Dog River, a 3.9-mile section, is estimated to cost $5,500,000. Preliminary plans are expected around May 27 and contract plans June 10. Our discussion with Fish and Wildlife people has been favorable on this section.

The preliminary plans on the Dog River-Yellowjacket Creek Section are out. This three-mile project is currently estimated at $5,200,000. There is considerable riprap work necessary on this section so relative costs are higher. The Fish and Wildlife people were very critical of our preliminary plans because of the river channel work; these are being revised. Contract plans for this section will be completed by June 1.

Right-of-way programming maps will be completed by May 15 and right-of-way description by May 22 on the hnorth unit and May 29 on the south unit.

The 12 owners we will have to deal with on this project are as follows:

- Crystal Springs Water District
- Doris Browning
- Margaret Emry
- Hood River Box
- Hood River County
- Mt. Hood Meadows - both units
- Victoria Adams
- Hallmeyer and Danko
- Hallmeyer and Sturman
- Peter Byrne
- Forest Service
- State Land Board

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JHV:ge

cc E. S. Hunter
E. Hardt
J. B. Boyd
Lyle Watson
Hank Wakerlig
Fred Eriksen
Bud Mann

Contains

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**STATE OF OREGON**
**ROAD DESIGN SECTION**

## INTEROFFICE MEMO

DES 16-1
ENV 2-1

RECEIVED
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TO: MEMO TO THE FILE

DATE: May 1, 1981

FROM: Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

NOTED
H. S. COULTER

SUBJECT: Dog River-Yellowjacket Creek Section
Mt. Hood Highway
Hood River County

The afternoon of Tuesday, April 28, representatives of the Oregon Department of Fish and Wildlife met with us to discuss the proposed highway reconstruction work.

Those present were: Allen Lichens, Jim Newton and Brent Forsberg for the Department of Fish and Wildlife and Hal Versteeg, George Wills, Dick Lenz, Norman Mann, Don Trout, Tom Edwards and I for the Highway Division.

On April 22 I had given Jim Lauman, Oregon Department of Fish and Wildlife, a copy of our detail map colored to show the highway and areas of proposed channel changes. This information was to be reviewed with the Bend office of the Oregon Department of Fish and Wildlife. Comments on this plan were made by phone on April 24 to Don Trout and Dick Lenz and were the reason for the April 28 meeting.

The plan proposed for the highway reconstruction involved channel changes or deepening of the present stream location for most of the length (3± miles) of this section. The highway design was based on maintaining a minimum height of 10 feet between the stream bottom and highway pavement grade and in keeping as much distance between them as practicable.

The Fish and Wildlife representatives said they would prefer that we change the river as little as possible. They maintain that the catastrophe which obliterated so much of the highway has changed the riverbed configuration for the better. The statement was made that the river previously had pretty much of a riffle configuration but now has a riffle/pool situation which is better for fish.

It was agreed that at four or five locations protection for the highway would require some work in the river channel. We were to develop a plan limiting work in the river to these four or five locations, and a cost estimate. On completion of this plan and estimate, we will meet again with the Fish and Wildlife representatives, tentatively during the first week of May.

FE:ja

cc H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter

Allan Lichens, Fish and Wildlife
Jim Newton " " "
Brent Forsberg " " "
Fred Eriksen

9338

L

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: MEMO TO THE FILES

DATE: April 28, 1981

FROM: Don
Donald L. Trout
Final Project Development Coordinator

SUBJECT: Mt. Hood Highway Washout Area
Dog Creek-Yellowjacket Creek
Hood River Highway
Hood River County

NOTED
H. S. COULTER

A brief telephone conversation on April 27, 1981 with Mr. Brent Forsberg of the Portland office of the Oregon Department of Fish and Wildlife revealed that members of their staff have a great concern regarding the proposed borrowing of material from the East Fork of Hood River to repair the damaged highway. Our present proposed plan would remove some 130,000 to 140,000 cubic yards of material from the river to construct the highway.

The Fish and Wildlife representatives feel that even though the stream environment received considerable damage during the flood, any further disruption would impair the stream's ability to re-establish itself.

A meeting is being planned as soon as possible to discuss this issue with the Oregon Department of Fish and Wildlife.

DLT:ja

cc ~~H. S. Coulter~~
E. S. Hunter
E. L. Hardt
Dale Allen
J. H. Versteeg
Frank Terpin
Norman E. Mann

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26

ROAD DESIGN SECTION 378-6558

April 21, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Dog River-Yellow Jacket Creek Section
[redacted]
Hood River County

ATTENTION: Rod Henry

Enclosed are 3 exhibit maps each of 6 properties on the above project which is scheduled for contract on July 23, 1981. These maps encompass the above project limits with the exception of the Mt. Hood Meadows holding which cannot be identified entirely until the Polallie Creek-Dog River Section project is finalized.

The exhibits were prepared to aid your office in securing permits of entry. It is assumed your staff will assign file numbers as the permits of entry are obtained.

By:

R. R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9338

2

April 21, 1981

ENV 2-1

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

Routson Park Draft 4(f) Evaluation
Polallie Creek-Yellowjacket Creek Section
Mt. Hood Highway (ORE35) Restoration
Hood River County

On January 20, 1981 we were notified by your Regional office that our emergency deviation from standard Federal-aid procedures on the subject highway project was approved. The project which was the subject of the request was to reconstruct the damaged portions of the highway, essentially along the same alignment. Subsequent project engineering has identified an alternative which is superior for the southern three miles of the project.

This option, known as the Sidehill Alignment, would substantially reduce the risk of future flood damage, without adding to project costs. It would, however, require land from Routson Park, a campground and picnic area owned by Hood River County. In order to comply with Title 23, U.S. Code, Section 138, a draft section 4(f) evaluation has been prepared and is enclosed for your review and processing. It can be concluded from the evaluation that the impact to the park is not severe, and that upon project completion park activities will actually be benefited.

In the remainder of this letter I would like to bring you up to date on what we have ascertained concerning other foreseeable impacts of the Sidehill Alignment.

Impacts from the Sidehill Alignment would be predominately physical in nature. Approximately 75 acres of new right-of-way would be required over a distance of about 3 miles. The first 1 1/2 miles pass through Mt. Hood National Forest land, the next half mile through Hood River County's Routson Park, then a section through three small private holdings, and half a mile through private land owned by Mt. Hood Meadows.

No improvements are affected except for the county park discussed in the 4(f) Evaluation and the Crystal Springs water line on the lower end of the project. Coordination with the Crystal Springs Water Company is ongoing and the water line will be kept open during construction. Since no one resides in the project area, there are no displacements. The land is predominately in large continuous timber holdings, or adjacent stream margins.

The newly acquired land would be cleared and grubbed. Merchantable timber would be salvaged. Earthwork, which includes some large cut and fill sections, would convert the sideslope into a road grade. The project will attempt to balance earthwork quantities, avoiding the need to use waste disposal sites. Drainage would be provided for and seeding and mulching and other standard practices would be employed to minimize erosion.

The old roadbed and right-of-way will be vacated and returned to the abutting land owners. The remaining road surface will be razed and construction materials salvaged through Routson Park and in other areas where appropriate.

Just south of Dog River, the Sidehill Alignment merges with the existing alignment with only minor variations for the remaining 3.9 miles to Yellowjacket Creek. For this unit it is felt that with very local alignment changes, raises in grade, stream reclamation, and roadway slope/stream margin protection work the existing alignment can be salvaged and protected against foreseeable flood events.

Project development continues to be coordinated with the affected agencies and parties, e.g. Hood River County, Mt. Hood National Forest, Oregon Department of Fish and Wildlife, Crystal Springs Water Company, Mt. Hood Meadows, and others. Impact minimization and mitigation measures continue to be developed in the formulation of project plans. These measures, the required Section 404 and Division of State Lands permits, and the judicious application of our Standard Specifications for Higway Construction will ensure the observance of all reasonable environmental safeguards.

Our goal remains to have the job under contract this summer.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
J. H. Versteeg
F. E. Terpin
G. A. Potter
Ed Hardt

GAP:ct ja

9338

26

ROAD DESIGN SECTION

LOC 16

R. M. Bothman
E. L. Hardt

April 13, 1981

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

Possible Material Source for
Pollalie Creek to Yellowjacket
Creek Washout Area
[redacted] Highway

On Friday, April 10, 1981 a Mr. Tom Lackey, Champion International Materials (phone no. 687-4731) called to say he has a possible source for riprap in the Hood River area. He said his field personnel had been in contact with our field engineers.

His reason for calling me was to get some information on acquiring the proper permits from the State Department of Geology and Mineral Industries. He had already contacted the Mined Land Reclamation office in Albany. He said he might need some assistance with the "paper work".

DLT:ja

cc Frank Terpin

9338

4-10-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-328(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-3

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/25/80

8. FEDERAL ROUTE NUMBER Secondary B425

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: East Fork Hood River (Baseline Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK: Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $3,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/12/81.

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FOR
Info [illegible] [illegible] [illegible] [illegible] Act File

orig to:
4-16-81

14. DATE 4/10/81

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

4-10-81

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilen, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/25/80

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Polallie Creek - Yellow Jacket Creek Section

11. GENERAL DESCRIPTION OF WORK

Emergency Repairs - Temporary

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Temporary Emergency repairs.

13. REMARKS

As requested in Mr. Swan's letter of March 12, 1981, and FHWA concurrence in the State of Oregon's request for Emergency relief, authorization to proceed with the necessary temporary work estimated to be $350,000 is granted.

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Orig to
4-16-81

14. DATE 4/10/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

4-10-81

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ERFO-326(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/25/80

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Polallie Creek - Yellow Jacket Creek Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 3/12/81 you are authorized to proceed with all phases of preliminary engineering including utility preparatory work and PS&E preparation for the North Unit (Dog River-Yellow Jacket Creek Section.)

Also, as requested, you are authorized to proceed with all phases of PE including archeological salvage and utility preparatory work necessary to obtain an approved environmental statement for the South Unit (Polallie Creek - Dog River Section.)

Total estimated cost $410,000.

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orig to
4-16-81

14. DATE 4/10/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9338

4-10-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-327(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. ER-2
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/25/80
8. FEDERAL ROUTE NUMBER Secondary 142
9. STATE ROUTE NUMBER Secondary 281

10. GENERAL LOCATION:
East Fork Hood River (Dimick Park) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $8,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/12/81.

RECEIVED
STATE HWY ENGR
APR 16 '81
REFER TO [illegible]
FOR
Info | Sign | File

orig to
4-16-81

14. DATE 4/10/81
15. SIGNATURE OF APPROVING OFFICIAL G K Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9338

L.

| Required Yes | Required No | Date Furnished | Data Furnished For: |
|---|---|---|---|
| | ✓ | | Temp. Prot. & Direct. Traffic |
| ✓ | | | R/W Descriptions |
| ✓ | | | Structures |
| | ✓ | | Illumination |
| | ✓ | | RR Encroachment or PUC |
| ✓ | | | Permanent Signing |
| | ✓ | | Traffic Signal |

Team Leader Eriksen

PREFIX 14-1401A-905 Design Edwards/Gettis

PROJECT Dog River - Yellowjacket Cr. TODAYS DATE 4-3-81

HIGHWAY Mt. Hood SCHEDULE DATE ~~July 81~~

COUNTY Hood River PRELIMINARY PLANS May 8.

TYPE OF FUNDS ER % COMPLETE 38%

AUTHORIZED FUNDS $ 4,500,000 CURRENT EST. $ 4,100,000

REVIEWING FUNDS ☐ YES ☒ NO

Comments (Design Problems): Completed plotting cross sections. Completed plotting grade on cross sections. Wills and Lenz are giving us slope, channel change & riprap information. Rec'd preliminary box design from Scofield. Worked up a new estimate of cost.

NOTED
E. S. HUNTER

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, Etc.):

| | Est. | Used | Bal. |
|---|---|---|---|
| Designer | 80 | 0 | 80 |
| ~~Revisions~~ Location | 70 | 53 | 12 |
| Sign Designer | | | |
| Revisions | | | |
| Draftsman | | | |
| Revisions | | | |
| Draftsman | | | |
| Total | | | |

COMMENTS:

Team Leader: Have drawn proposed channel location - working on channel profile + grade. Have begun computation of earthwork + riprap quantities. Also drafting sheets for Cooper Spur Detour. F.E.

Final Design Engineer: NEM

Head of Engineering: JHW

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TECHNICAL SERVICES
APR 7 '81
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FOR

Rev.1/24/80mw

9338

2

STATE OF OREGON

INTEROFFICE MEMO

TO: R. N. BOTHMAN
Metro Administrator

DATE: March 31, 1981

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

NOTED
H. S. COULTER

SUBJECT: Field Location Survey
Dog River Bridge-Polallie Creek
Mt. Hood Highway

The alternative alignment for the reconstruction of the upper portion of the section of Mt. Hood Highway which was destroyed by the Christmas flood of 1980 has been selected. The mapping in the Location Section in Salem is about completed and I'm advised by George Wills that the field survey should start next week (April 6). Last week Don Adams and I discussed Metro's capabilities for doing this field survey and Don agreed to take it on. Reid Meritt has done the field work in this area up to now, but his schedule is such that he's not available for this survey. According to George Wills the schedule is that the field location survey should be turned in by July 1. He says that schedule is presently being revised and likely the due date for the survey will be advanced.

Mike Stovall has made the political contacts in Hood River County regarding this work up to now. He has discussed same with two members of the County Board, including the chairman, and with the Region Forest Service Supervisor. County Commissioner Jerry Routson is a descendant of the family for which Routson County Park is named. This park will be bisected by the relocated highway. Mike walked this park with Mr. Routson on March 27 and the Commissioner has no problem with the highway alignment with respect to the park. Because of the impact on the park, a 4(f) statement will have to be prepared and you should coordinate that work with Gary Potter's office. I would suggest that you continue to let Mike be the political contact in Hood River County with respect to this work, as the local officials are familiar with him; but that is optional and at your discretion, of course.

The survey authority has been approved and the money is available for the location survey. Gary Potter's section is working on the environmental assessment and probably could use some help from your environmental people. If you need anything further from us, please advise.

ELH/cp
cc H. S. Coulter
E. S. Hunter
Hal Versteeg
George Wills
Gary Potter
Dale Allen
Reid Meritt
Harry Woodward

RECEIVED
STATE HWY ENGR
APR 1 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

9338

Farlands Junction

2.

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: March 13, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Reconnaisance Studies
Polallie Creek-Yellowjacket Creek
Mt. Hood Highway

RECEIVED
STATE HWY ENGR
MAR ~~16~~ 26 81
orig.
~~REFER TO~~
~~Scott~~ Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

R

Transmitted is a reconnaisance study of three alternates to replace the flood damaged section of the Mt. Hood Highway.

Alternate #1 is a reconstruction of the highway in its present location at an estimated cost of $11,700,000. The disadvantage of alternate #1 is that it is subject to severe flood damage similar to the existing route.

Alternate #2 is to reconstruct the lower half of the project in the present location and to construct the upper half on new alignment, generally away from the Mt. Hood River. A disadvantage of this alternate is that over 1/2 mile of the reconstructed highway could suffer some flood damage in severe high water. In addition, approximately 75 acres of forest land would be taken.

$11,660

Alternate #3. The Cooper Spur Road alternate is estimated to cost $13,500,000. The disadvantages are that it would require 150 acres of right of way, would damage several orchards, has environmental problems, some local opposition has already surfaced, has a long development time, there is considerable 5% grade on the snow zone area, and it costs more than the other two alternates.

Alternate #2, identified as the Side Hill Route, is recommended. A construction contract could be let by mid-summer. After you've had an opportunity to study the transmitted material your concurrence on this recommendation of Alternate #2 is requested.

3/20
cy Hal. —
Proceed with Alternate #2.
HSC

JHV:ab
cc: George Wills

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Recycled
Materials
81-129-1887

**STATE OF OREGON**
**HIGHWAY DIVISION - ODOT**

# INTEROFFICE MEMO

LOC 11 #26

TO: J. H. Versteeg
Road Design Engineer

DATE: March 11, 1981

FROM: George C. Wills
Location Field Engineer

George C Wills

SUBJECT: Polallie Creek-Yellowjacket Creek Sect.
Mount Hood Highway
Hood River County

Reconnaissance has been completed on three alternates for replacement of the subject section of highway which was extensively damaged by the storm of December 24 and 25, 1980. Advancement through preliminary engineering phase is dependent upon selection of an alternate. The attached matrix has been prepared to assist administrative review of the concerns on each alternative. They have also been categorized as administrative, cultural and engineering.

Of primary concern to management is the time it takes to develop the project to contract which varies from four to thirty-four months with varying costs from 11.7 million to 13.5 million dollars. The stream crossing of Polallie Creek is common to all alternates and there is a probability that unusual maintenance to culvert and roadway will be required until re-vegetation occurs along the four-and-one-half miles of denuded stream bed lying upstream from the highway.

The "existing" alternate, which proposes to raise the grade above the original and use massive riprap for protection against flooding, would still be vulnerable to the "debris torrent" which destroyed the highway in December. The "sidehill" route has much less exposure to the "debris torrent" and damage possibilities would be significantly less. The "Cooper Spur/Griswell Creek" route has even less possibility for damage since its only exposure would be at the bridge crossing at the north end of the project.

Coordination with other agencies has not been undertaken. Our preliminary contacts have not indicated negative attitude to any of the alternatives.

Segmenting for contract purposes is feasible for any of the alternatives and would allow early contracting of the northerly segment of the "sidehill" route, while environmental steps could be completed on the south segment.

Contains
Recycled
Materials
81-125-1987

Impact on park land is a significant item under cultural consideration on the "sidehill" route; however, the benefits to the park could be considered to exceed damage since our existing right-of-way, which occupies the river bank, would be returned to desirable park use in exchange for right-of-way on the hillside back of present developed park facilities.

The additional length of the "Cooper Spur/Griswell Creek" alternate should be noted as well as the lengthy section of grades over 5%. These elements cause higher road user costs than the modest figures for the "sidehill" and "existing" routes.

Early selection of the preferred route will allow us to proceed with survey, environmental study and design.

GCW:ge

Attachments

| | EXISTING ROUTE | SIDEHILL ROUTE | COOPER SPUR/ GRISWELL CREEK ROUTE |
|---|---|---|---|
| **MANAGEMENT MATRIX** | | | |
| Time to Develop to Contract | 4 mo.<br>+ | 13 mo.<br>0 | 34 mo.<br>– |
| Project Cost | 11.7 m<br>+ | 11.7 m<br>+ | 13.5 m<br>0 |
| Coordination w/Crystal Sp. Water District | yes<br>– | yes<br>– | no<br>+ |
| Coordination w/U.S. Forest Service | yes<br>– | yes<br>– | yes<br>– |
| Coordination w/Hood River Co. Parks & Roads | yes<br>– | yes<br>– | yes<br>– |
| Risk of Unusual Maint. Cost @ Polallie Cr. | yes<br>– | yes<br>– | yes<br>– |
| Risk of Flood Damage to Riprap and Roadway | high<br>– | moderate<br>0 | low<br>+ |
| Possibility to Contract in More Than One Contract | yes | yes | yes |
| **CULTURAL MATRIX** | | | |
| Impact on Homes | none<br>+ | none<br>+ | moderate<br>– |
| Impact on Farms (Orchards) | none<br>+ | none<br>+ | moderate<br>– |
| Severance of Lands | none<br>+ | some<br>0 | extensive<br>– |
| Removal of Timber | some<br>0 | moderate<br>– | moderate<br>– |
| Impact on Park Land | none<br>+ | some<br>– | none<br>+ |
| Segmentation Permissible for Environ. Analysis | not reqd<br>+ | yes<br>0 | no<br>– |
| Channel Changes Required | extensive<br>– | moderate<br>0 | none<br>+ |
| Lineal Riprap Required | extensive<br>– | moderate<br>0 | some<br>+ |
| **ENGINEERING MATRIX** | | | |
| Length of Highway Segment | 6.7 miles<br>+ | 6.8 miles<br>0 | 7.4 miles<br>– |
| Length of Grade 5% or Greater | 20 sta<br>+ | 70 sta<br>0 | 330 sta<br>– |
| Total Rise and Fall | 1080 ft<br>+ | 1080 ft<br>+ | 2000 ft<br>– |
| Highest Grade Elevation | 2880 ft<br>+ | 2880 ft<br>+ | 3340 ft<br>– |
| Earthwork | moderate<br>+ | moderate<br>+ | heavy<br>– |
| Bridge Crossing of E. Fork Hood River | yes<br>0 | yes<br>0 | yes<br>0 |
| State Construction Required | no<br>0 | no<br>0 | yes<br>– |

3/11/81

## POLALLIE CREEK - YELLOWJACKET CREEK
## MOUNT HOOD HIGHWAY

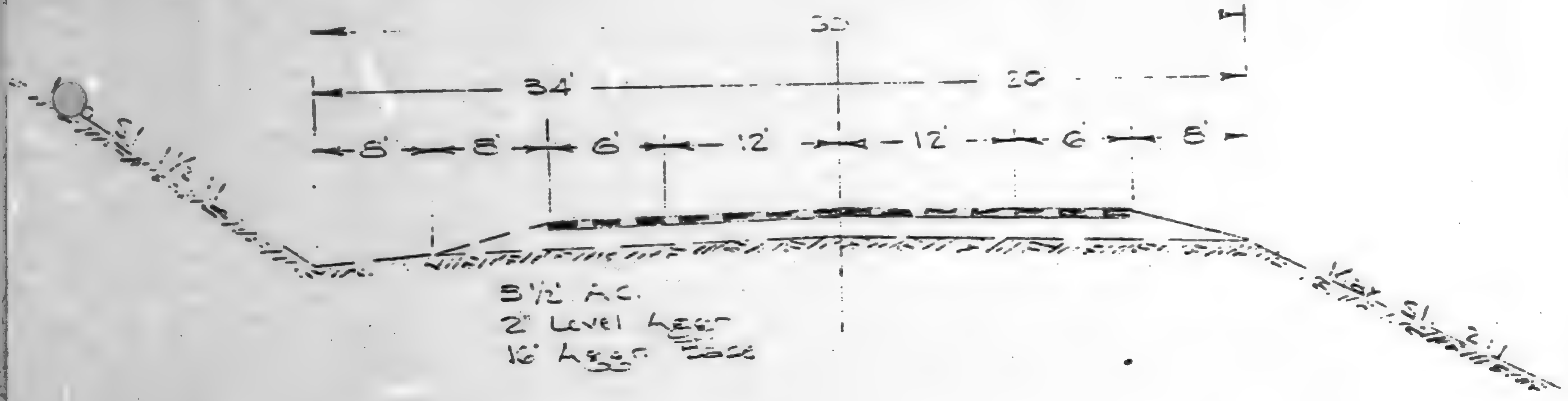
## RECONNAISSANCE ESTIMATE

| | Existing Route | Sidehill Route | Cooper Spur/ Griswell Creek Route |
|---|---|---|---|
| Length, miles - comparative | 6.7 | 6.8 | 7.4 |
| Length, miles - construction | 5.4 | 5.8 | 7.4 |
| Length, Grade (over 5%) | 2,000 | 7,000 | 33,000 |
| Total Rise and Fall | 1,080 | 1,080 | 2,000 |
| Highest Grade Elevation | 2,880 | 2,880 | 3,340 |
| Design Speed, M.P.H. | 55 | 55 | 55 |
| Additional Acreage for R/W | 5 | 75 | 150 |

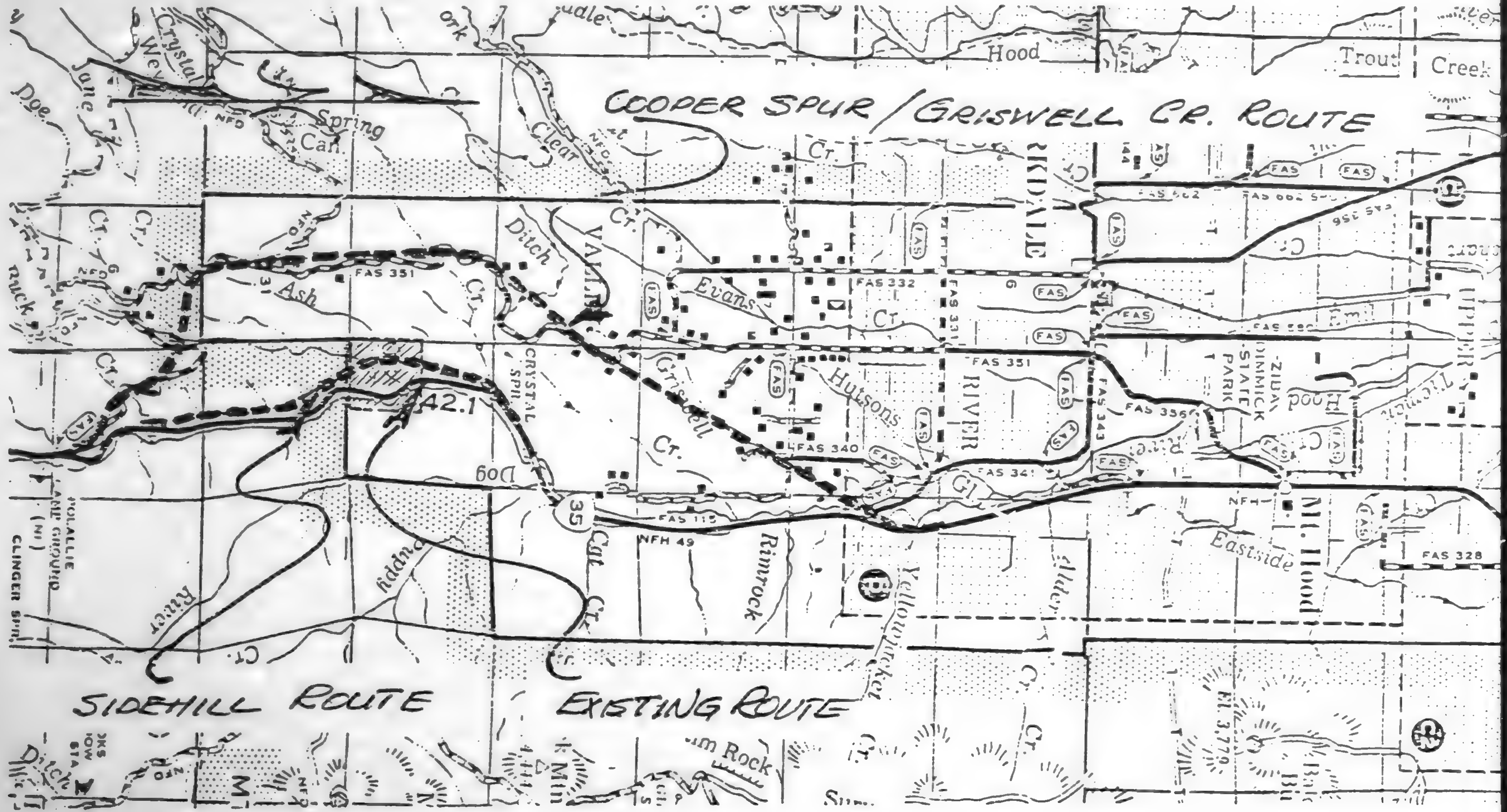
### COST SUMMARY ( $1,000 )

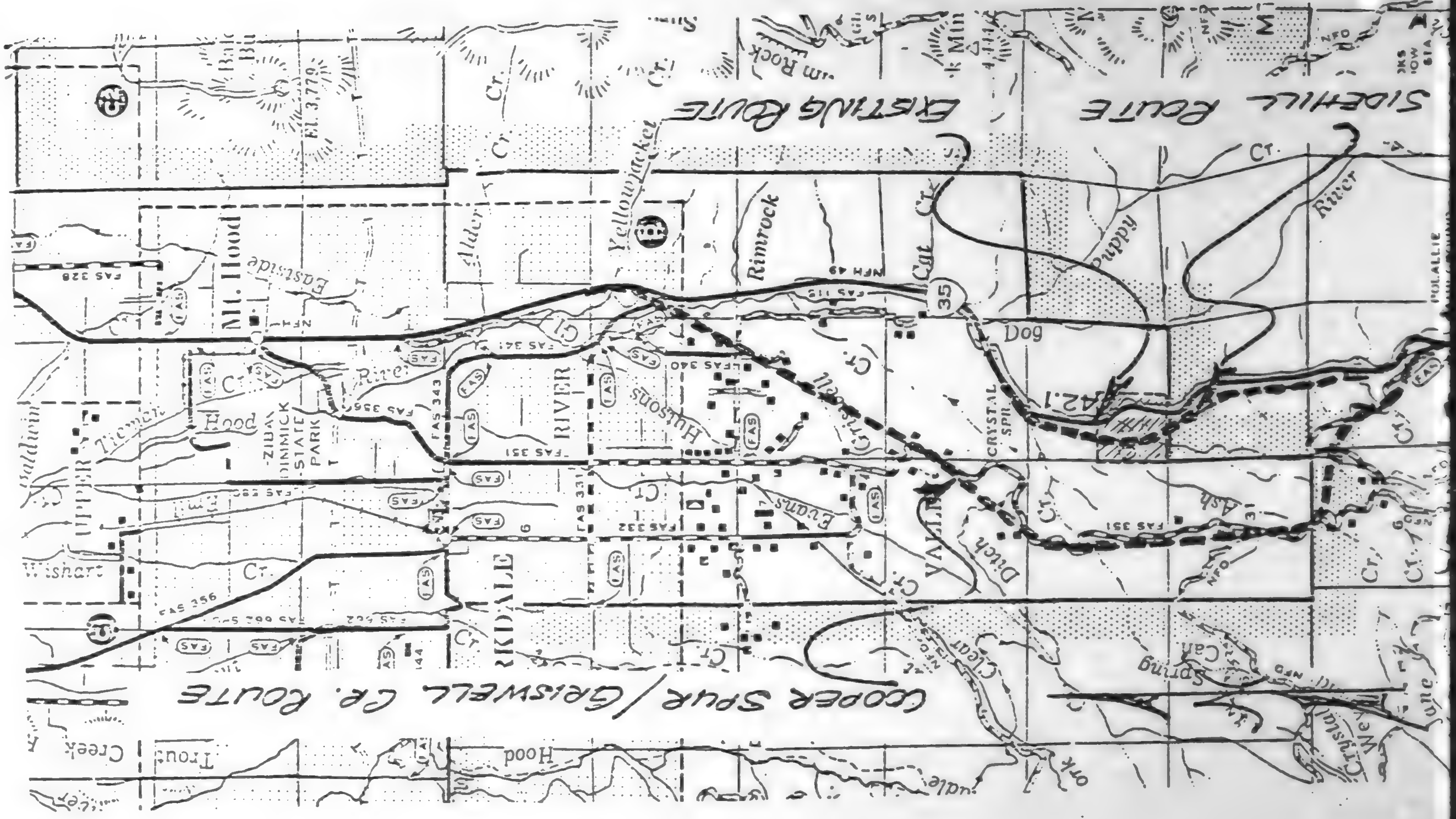
| | | | |
|---|---|---|---|
| Grade and Pave | $ 11,300 | $ 11,060 | $ 12,440 |
| Structures | 400 | 400 | 460 |
| Right of Way | - | 200 | 600 |
| | $ 11,700 | $ 11,660 | $ 13,500 |

3/11/81



℄
Sl. 1½:1
Var. Sl. 2:1
5½" A.C.
2" Level Layer
16" Layer Base


COOPER SPUR / GRISWELL CR. ROUTE
SIDEHILL ROUTE
EXISTING ROUTE
42.1
35
Crystal Spr.
Ash
Ditch
Evans
Cr.
Griswell
Hutsons
RIVER
VALLEY
Dog
Cat
Rimrock
Yellowjacket
Alder
Eastside
Mt. Hood
Ziua Dimmick State Park
Hood
Trout Creek
Spring
Clear
Polallie Camp Ground
Clinger Spr.
FAS 351
FAS 332
FAS 331
FAS 340
FAS 341
FAS 343
FAS 356
FAS 328
FAS 115
NFH 49
El. 3,779


SIDEHILL ROUTE
EXISTING ROUTE
COOPER SPUR / GRISWELL CR. ROUTE
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VALLEY
Rimrock
Yellowjacket
Hutsons
Evans
Dog
Puppy
Cat Ct.
Crystal Spr.
Ditch
Ash
Spring
Clear
Eastside
Alder
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River
El. 3,779
FAS 328
FAS 351
FAS 356
FAS 343
FAS 341
FAS 340
FAS 331
FAS 332
POLALLIE

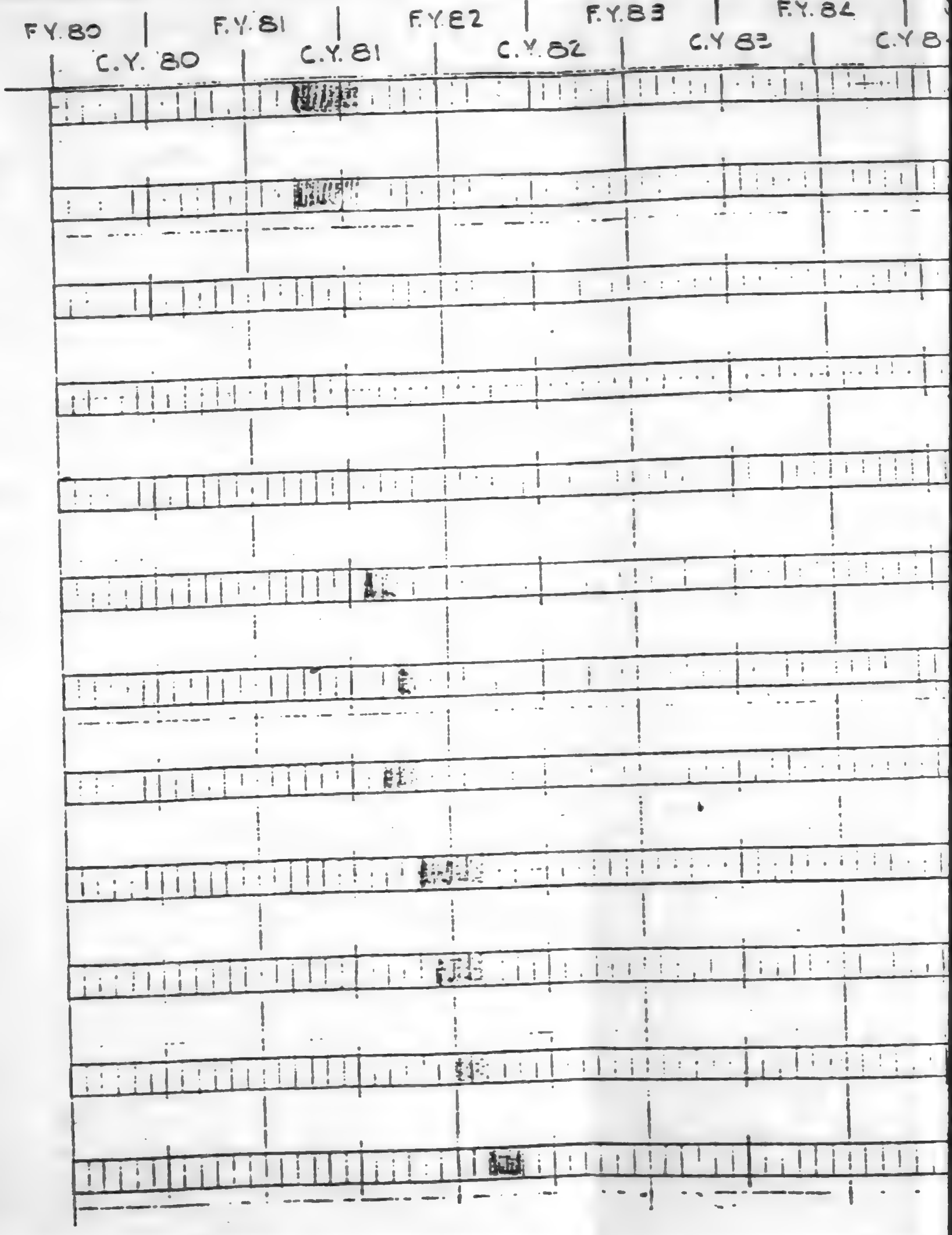
Project: 
Highway: MT. HOOD
County : HOOD RIVER

Category 
Funds

Work 
Cost

SIDEHILL AL

| | |
|---|---|
| 1. Complete field location survey | |
| 2. ~~Draft environmental impact statement~~ | Assessment |
| 3. Prepare negative declaration | N/A |
| 4. Prepare exhibits, advertise and hold combination corridor/design hearing. | N/A |
| 5. Analyze hearing transcript and prepare study report | N/A |
| 6. Complete ~~final environmental impact statement~~ | FONSI |
| 7. Obtain approval for project from Transportation Commission and Federal Highway Administration. | |
| 8. Complete preliminary plans and right of way descriptions | |
| 9. Negotiate and purchase right of way. | |
| 10. Complete final plans. | |
| 11. Prepare specifications. | |
| 12. Advertise and award contract. | |



[illegible] Category ______ Work ______

D ______ Funds ______ Cost ______

VER ______

SIDEHILL ALTERNAT

| | |
|---|---|
| cation survey | |
| ~~tal impact statement~~ | Assessment |
| declaration | N/A |
| advertise and hold<br>idor/design hearing. | N/A |
| transcript and prepare | N/A |
| ~~vironmental impact~~ | FONSI |
| for project from Transportation<br>l Federal Highway Administration. | |
| inary plans<br>descriptions | |
| chase right of way. | |
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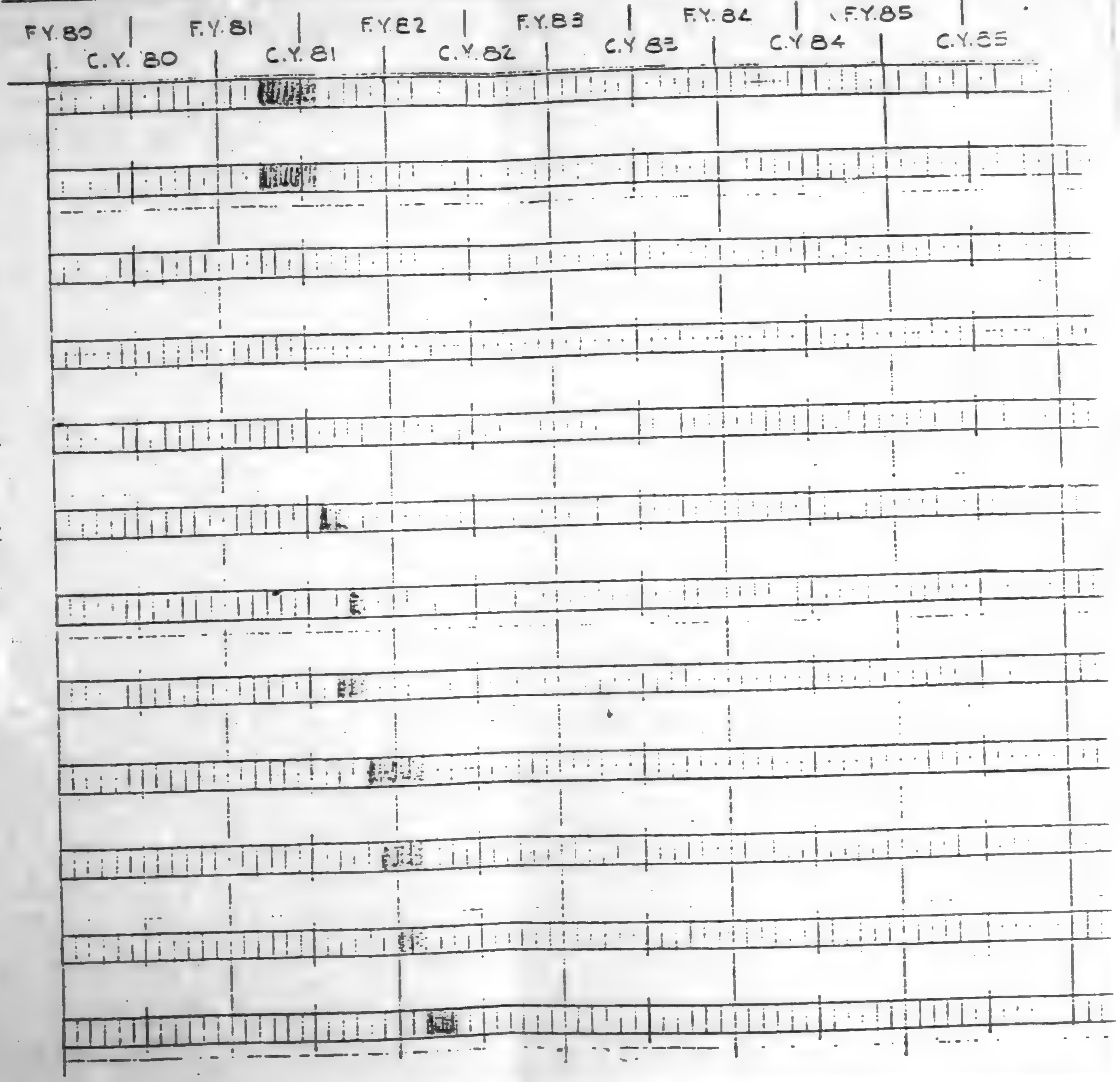


Project: [illegible]
Highway: **MT. HOOD**
County: **HOOD RIVER**

Category ____________ [illegible] ____________
Funds ____________ Cost ____________

EXISTING A

| | | F.Y. 80 | F.Y. 81 | F.Y. 82 | F.Y. 83 | F.Y. 84 |
|---|---|---|---|---|---|---|
| | | C.Y. '80 | C.Y. 81 | C.Y. 82 | C.Y. 83 | C.Y. 8 |
| 1. Complete field location survey | | | | | | |
| 2. Draft environmental impact statement | N/A | | | | | |
| 3. Prepare ~~negative declaration~~ Project Category Request | | | | | | |
| 4. Prepare exhibits, advertise and hold combination corridor/design hearing. | N/A | | | | | |
| 5. Analyze hearing transcript and prepare study report | N/A | | | | | |
| 6. Complete final environmental impact statement | N/A | | | | | |
| 7. Obtain approval for project from Transportation Commission and Federal Highway Administration. | N/A | | | | | |
| 8. Complete preliminary plans and right of way descriptions | | | | | | |
| 9. Negotiate and purchase right of way. | | | | | | |
| 10. Complete final plans. | | | | | | |
| 11. Prepare specifications. | | | | | | |
| ertise and award contract. | | | | | | |

Category ________ Work ________

Funds ________ Cost ________

EXISTING ALIGNMENT

| | | F.Y.80 | C.Y.'80 | F.Y.81 | C.Y.81 | F.Y.82 | C.Y.82 | F.Y.83 | C.Y.83 | F.Y.84 | C.Y.84 | F.Y.85 | C.Y.85 | F.Y.86 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| tion survey | | | | | | | | | | | | | | |
| l impact statement | N/A | | | | | | | | | | | | | |
| ~~eclaration~~ Project Category Request | | | | | | | | | | | | | | |
| dvertise and hold<br>lor/design hearing. | N/A | | | | | | | | | | | | | |
| anscript and prepare | N/A | | | | | | | | | | | | | |
| ironmental impact | N/A | | | | | | | | | | | | | |
| r project from Transportation<br>Federal Highway Administration. | N/A | | | | | | | | | | | | | |
| ary plans<br>escriptions | | | | | | | | | | | | | | |
| ase right of way. | | | | | | | | | | | | | | |
| ns. | | | | | | | | | | | | | | |
| ons. | | | | | | | | | | | | | | |
| rd contract. | | | | | | | | | | | | | | |

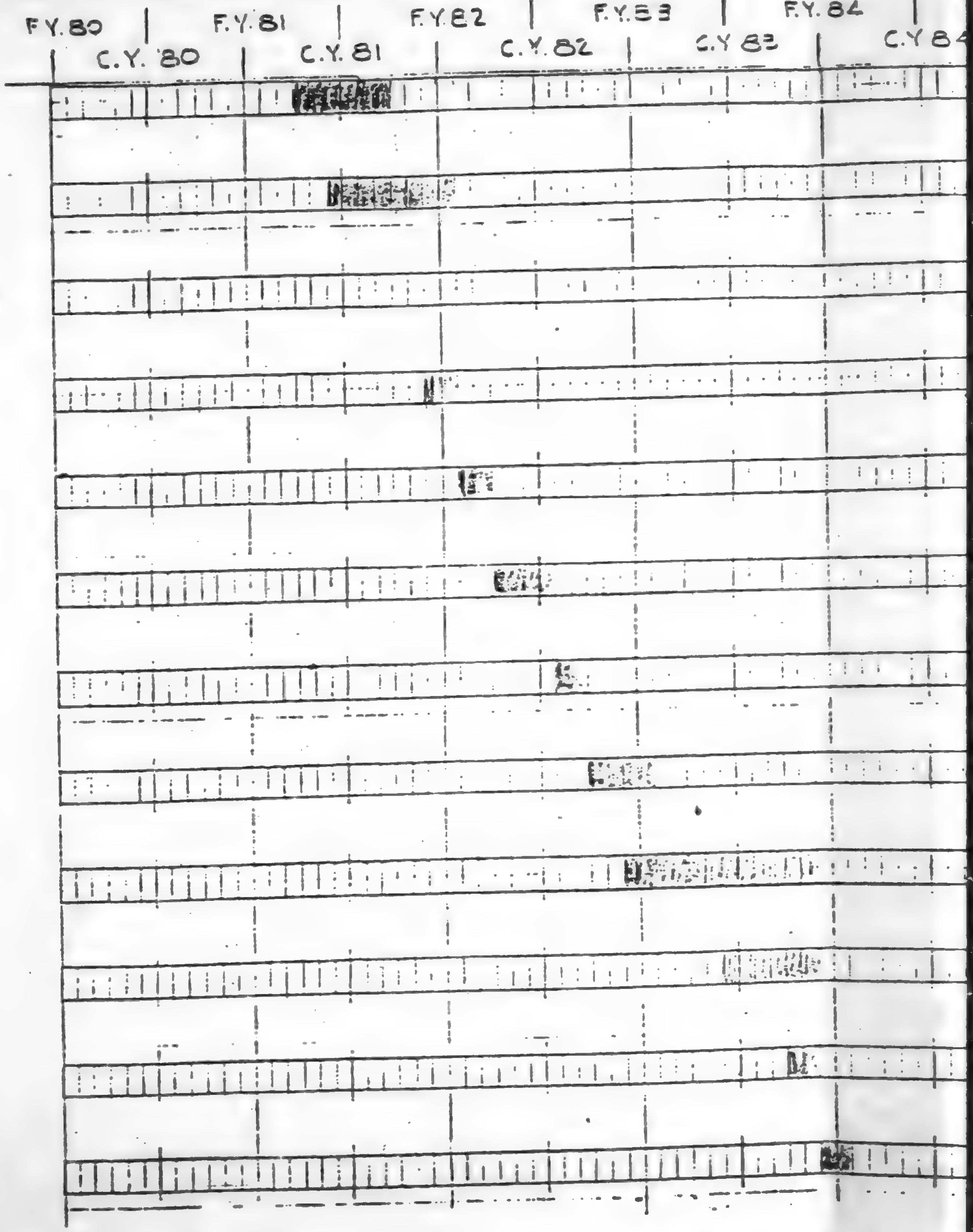
Project: POLALLIE - YELLOWJACKET SEC.
Highway: MT. HOOD
County: HOOD RIVER

Category: 1
Funds:

Work: [illegible]
Cost:

COOPER SPUR

1. Complete field location survey
2. Draft environmental impact statement
3. Prepare negative declaration N/A
4. Prepare exhibits, advertise and hold combination corridor/design hearing.
5. Analyze hearing transcript and prepare study report
6. Complete final environmental impact statement
7. Obtain approval for project from Transportation Commission and Federal Highway Administration.
8. Complete preliminary plans and right of way descriptions
9. Negotiate and purchase right of way.
10. Complete final plans.
11. Prepare specifications.
?. Advertise and award contract.



- YELLOWJACKET SEC.    Category 1    Work [illegible]    COOPER SPUR

Funds    Cost

VER

cation survey

ntal impact statement

declaration    N/A

, advertise and hold
ridor/design hearing.

transcript and prepare

environmental impact

for project from Transportation
d Federal Highway Administration.

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descriptions

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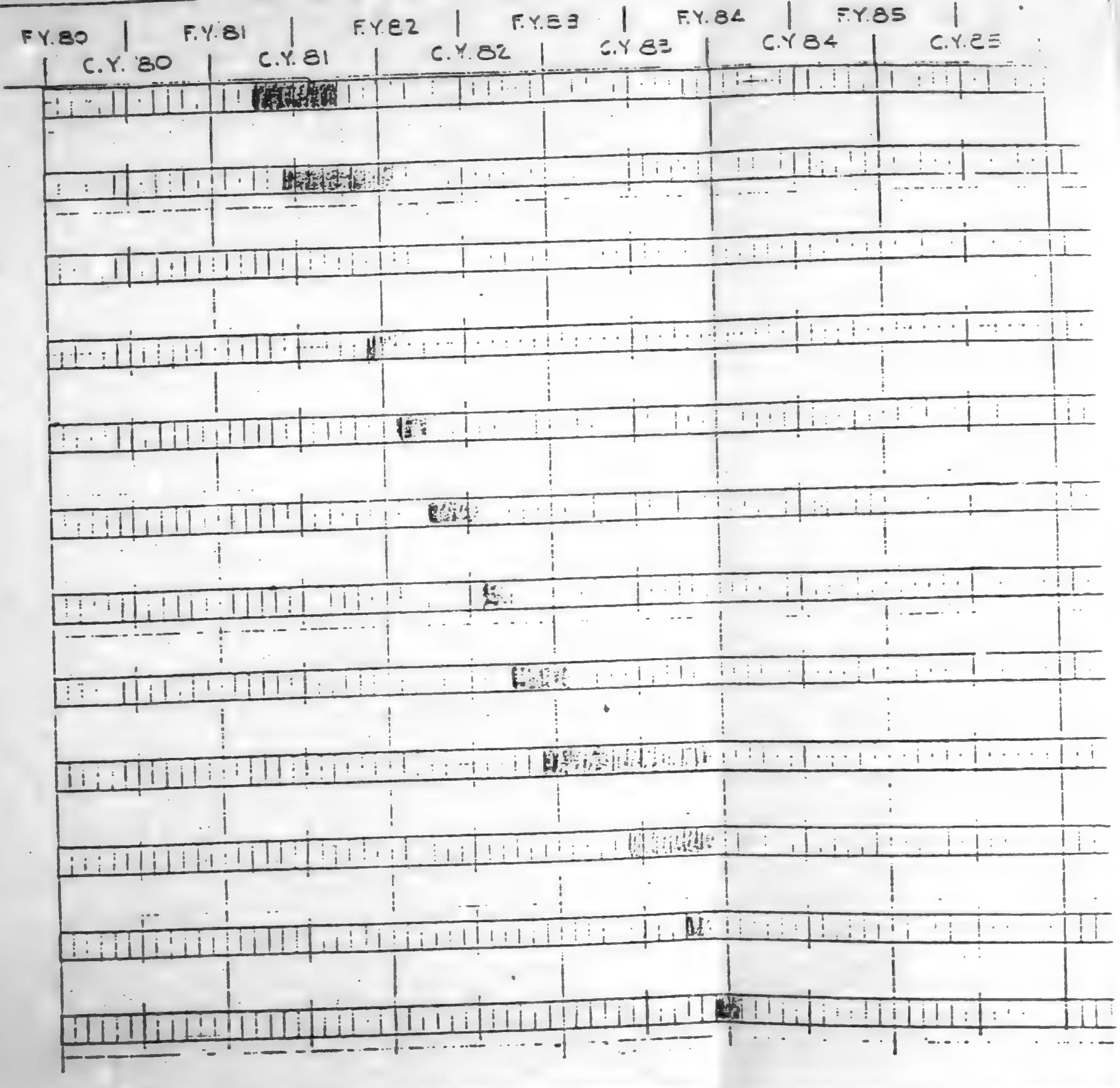


UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Hood River Ranger District
6780 Highway 35
Mt. Hood-Parkdale, OR 97041

February 19, 1981

Mr. M. W. Stovall
Dept. of Transportation
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

RECEIVED
[illegible]

Dear Mr. Stovall:

In conjunction with our meeting on 2-12-81, the following information is provided:

| TIMBER SALE NAME | EST. VOLUME | EST. NO. OF TRUCKLOADS | ANTICIPATED REMOVAL DATE |
|---|---|---|---|
| 1. East Fk. Salvage | 2.3 MMBF | 514 | CY 1981 |
| 2. McBeth | 2.1 MMBF | 467 | CY 1982 & 83 |
| 3. Guinivere | 6.2 MMBF | 1,378 | CY 1984, 85 & 86 |
| 4. Dungeon | 5.7 MMBF | 1,267 | CY 1984 & 85 |
| 5. Page | 8.2 MMBF | 1,822 | CY 1985, 86 & 87 |
| 6. Pawn | 6.0 MMBF | 1,333 | CY 1984, 85, 86 & 87 |
|  | 30.5 MMBF | 6,781 TRUCKLOADS |  |

Both East Fork Salvage and McBeth Timber Sale have been sold and thus the anticipated volume removal dates have some credence of reliability. Guinivere, Dungeon, Page and Pawn have not been sold. We are currently in the process of appraising Guinivere and Dungeon Timber Sales, while Page and Pawn Timber Sales are still in the planning stages. The associated volumes removed from these sales are very subjective at this point. However, given the planned termination dates identified for these sales, we can project an estimated volume of 30.5 MMBF will be appraised over Cooper Spur reconstruction between now and CY 1987. This assumption does not take into consideration any unplanned miscellaneous sales in East Fork drainage area or the possibility a Purchaser of a sale(s) will remove volume away from damaged area (ie Highway 35 heading south). Historically, most of the volume in the Upper East Fork drainage has been sold and processed by local Purchasers (ie those located in Hood River County).

So we are left with many assumptions and presumptions about most of the volume identified. Be that as it may, East Fork Salvage Timber Sale is our primary concern, of which some firm information is available. An estimated 2.3 MMBF of timber remains, a vast majority of which consist of deteriorating blowdown. We estimate 514 truckloads required to remove this volume over a 3-4 month period. Sale termination date is 3-31-82. Normal operating season is from July 1 through October 31. The most desirable route from an economical standpoint, (now that Highway 35 from Polallie north is closed) is over Cooper Spur. If there is any option, through coordination and cooperation between us, your department and the Purchaser (ie Hanel Lumber Company) that would allow the removal of this volume during this coming operating season, we would like to pursue further. Please so inform.

In the meantime, we would like to know within the next 30 days when you estimate the reconstruction of Cooper Spur Road will be completed so that log truck traffic will be permitted. It is important for us to know shortly so that we can resume the appraisal of Guinivere and Dungeon Timber Sales accordingly.

Pertaining to Hood River County reconstruction for the Cooper Spur Road, we were not consulted nor partook in any of the design changes. We do know the County intends to widen this road to a 24 foot running surface and realine some corners to better permit the passage of snowplowing equipment.

Sincerely,

RICHARD MUELLER
actg District Ranger

P.S. Dick Mueller is using the Pollalie "slides" for a showing in Portland this week, and will make copies for you afterwards.

AG:hs

RECEIV
FEB 25 1
LOCATIO
SECTION

DEPARTMENT OF THE ARM
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-2

27 January 1981

NOTED
E. S. HUNTER

SK-10

Mr. M.W. Stovall
Regional Maintenance Engineer
Oregon State Highway Division-Region 1
9002 S.E. McLoughlin Blvd.
Milwaukie, Or. 97222

Dear Mr. Stovall:

This letter is a follow-up to the 20 January 1981 meeting regarding flood induced channel alterations of Hood River that caused extensive damage to Hood River Highway. Juanita Weber and Dick Gamble of this office attended the meeting.

We feel that it is not feasible to clean and realine the river channel. The damaged highway segment is located within the meander zone of the river. Major flooding would again cause significant damage to the re-established roadway. We suggested that the damaged portion of highway be relocated out of the floodway of the river.

Our responsibility on Hood River includes administering the Section 404 Permit Program (applicable when placement of fill material in the channel is proposed) and applying congressionally granted authorities for flood protection. We looked into the possibility of using our PL 99-84 emergency authority. This authority can be used for floodfight activities during flooding, post-flood restoration of damaged flood protective structures, and advance measures prior to expected flooding. The problem on Hood River does not fit into any of these categories. Our Section 208 (channel clearing and snagging) authority, which has a $250,000 monetary limit on Federal participation, has been ruled out because channel work is not feasible at the site.

Wills E.

We hope this information answers your questions and we would be pleased to provide any additional material you might desire.

Sincerely,

Patrick J. Keough
PATRICK J. KEOUGH
Chief, Planning Branch

RECEIVED
FEB 5 1981
LOCATION

RECEIVED
TECHNICAL SERVICES
FEB 5 '81
REFER TO
Perkins
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

xc Coulter
Hunter
Woodward

9338

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

March 12, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
1980 Emergency Relief
Hood River County

Attached support data consists of PR-1 forms with project maps for the following:

| Item No. | Project No. | Section |
|---|---|---|
| 1 | ERFO-326(1) | Polallie Cr.-Yellowjacket Cr. |
| 2 | ER-327(1) | E. Fk. Hood Riv. (Dimmick Park) Br. |
| 3 | ER-328(1) | E. Fk. Hood Riv. (Baseline Rd.) Br. |

I request the following:

1) Obligation of Federal funds for all phases of preliminary engineering on each project with an effective authorization date of December 25, 1980.

2) Authorization to proceed with actions necessary to advance the physical construction of the North Unit (Dog River-Yellowjacket Creek Section) provided for by Project No. ERFO-326(1) at an estimated total cost of $5,300,000.

I am aware that the preceding requests are subject to availability of funds.

JLG:bkc
Attachments

cc: General Files

Form 734-3122

9338

26

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

2-4-81

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: Polallie Creek - Yellowjacket Creek

HIGHWAY NAME: Mt. Hood

HIGHWAY NUMBER: 26

REGION: 1

ADMINISTRATIVE DISTRICT: 9

COUNTY: Hood River

CITY:

LENGTH: 6.7 mi

MILEPOST NUMBER: 75.8 TO 82.5

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER 100% Federal Emergency Relief

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Complete Field Survey, prepare plans, estimate of costs and specs for reconstruction of the Mt. Hood Highway by replacing washed-out sections and protect the roadway from damage by raising the grade, reinforcing roadway slopes and installing overflow structure in selected places.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
FEB 11 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 600

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 2/4/81

FORM 734-1730 (12-78) Page 1

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | two - 11' | two - 12' |
| SHOULDERS | two - 4' | two - 6' |
| MEDIANS | - | - |
| PARKING LANES | - | - |
| SIDEWALKS | - | - |
| BIKEWAYS | - | shoulder bikeway |
| INTERCHANGES | - | - |
| OTHER: | - | - |

|  | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☒ | ☐ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☒ | ☐ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☒ | ☐ | ☐ |
| River E. Fk. Hood River | ☒ | ☐ | ☐ |
| Stream Various Creeks | ☒ | ☐ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☒ | ☐ | ☐ |
| Simple Acquisition | ☒ | ☐ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

|  | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☐ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☒ | ☐ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☒ | ☐ | ☐ |
| Dept. of Geology & Min. Ind. | ☒ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☒ | ☐ | ☐ |

## 3 - FEATURES (cont.)

| | Y | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ | Hydraulics Study | ☒ | ☐ | ☐ |
| Environmental Assessment * | ☐ | ☒ | ☐ | Soils Investigation | ☒ | ☐ | ☐ |
| Statewide Assessment | ☐ | ☒ | ☐ | Airport Clearance | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ | Economic Analysis | ☐ | ☐ | ☒ |
| Environmental Impact Statement | ☐ | ☒ | ☐ | Requires Field Survey | ☒ | ☐ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ | Old Survey Available | ☐ | ☐ | ☒ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ | Requires Vicinity Map | ☒ | ☐ | ☐ |
| Public Hearing ______ | ☐ | ☒ | ☐ | Requires Photogrammetry | ☒ | ☐ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ | Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Material Source | ☒ | ☐ | ☐ | Reconnaissance Available | ☐ | ☒ | ☐ |
| Utilities | ☐ | ☒ | ☐ | Design Review | ☒ | ☐ | ☐ |

Type ______________________

* Pending waiver of EIS procedure from FHWA

## 4 - WORK ITEMS

| | TO BE PERFORMED BY | | |
|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT |
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT–OF–WAY | ☐ | ☒ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( ) | 2 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | 1 |
| RIGHT-OF-WAY ACQUISITION | ( ) | 6 |
| P.S. & E. DOCUMENTS | ( ) | 3 |

| | | |
|---|---|---|
| RECOMMENDED CONSTRUCTION DATE | ______<br>(Region) | 4-30-81<br>(Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| Cl. "B" Asphaltic Concrete | 3 1/2" | |
| Aggregate Leveling | 2" | |
| Aggregate Base | 16" | |

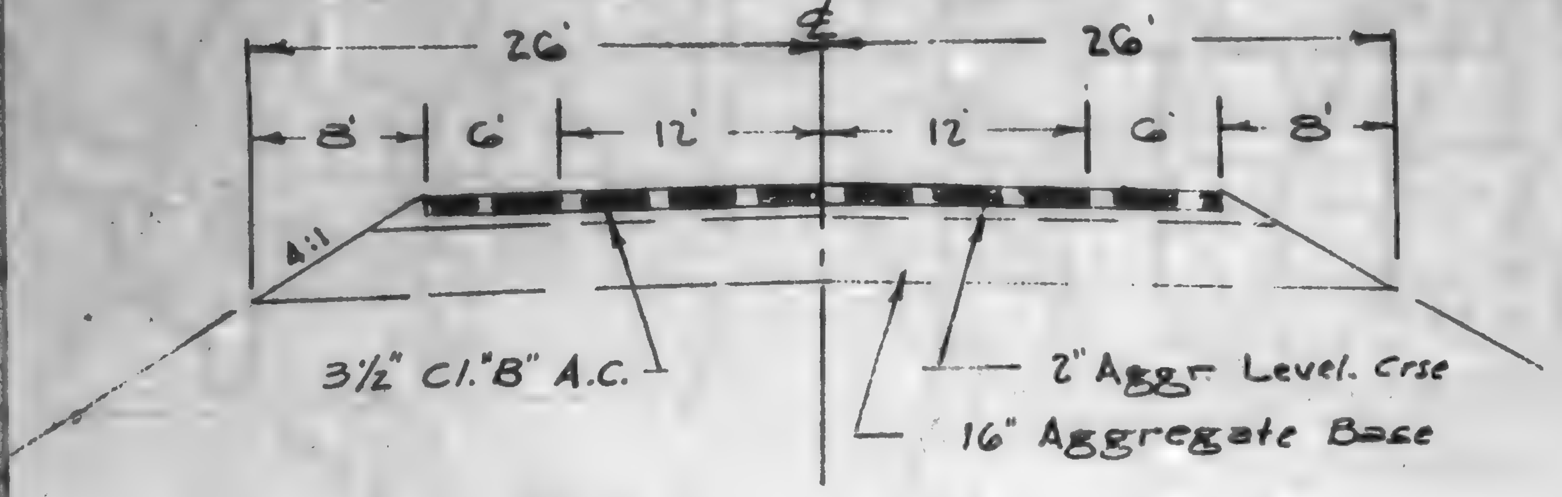
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

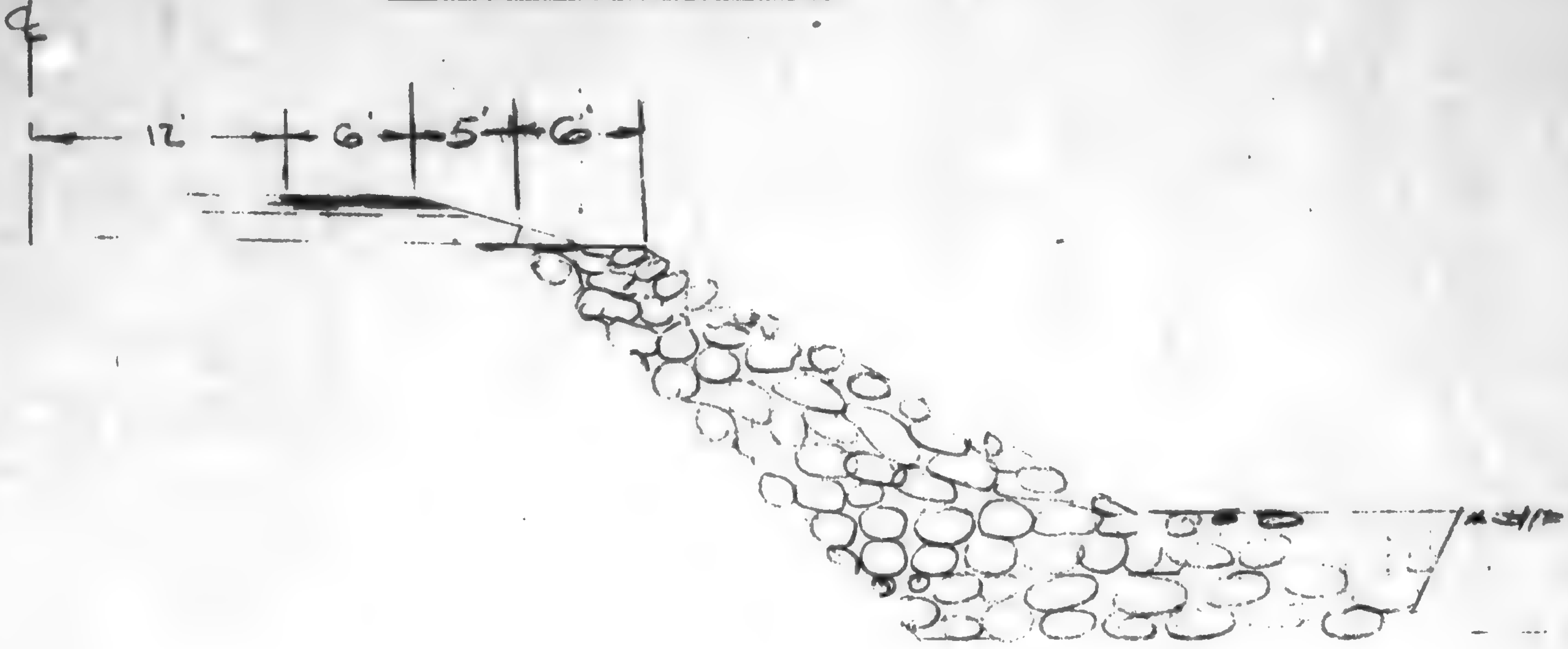
## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 300,000 |
| RIGHT OF WAY | | 100,000 |
| TRAFFIC CONTROL | | - |
| ILLUMINATION | | - |
| STRUCTURES | | 450,000 |
| RAILROAD | | - |
| ROADWAY | | 11,250,000 |
| OTHER ________ | | - |
| ENGINEERING & CONTINGENCIES | | - |
| PROJECT TOTAL | | $12,100,000 |

SUBMITTED BY ____________________

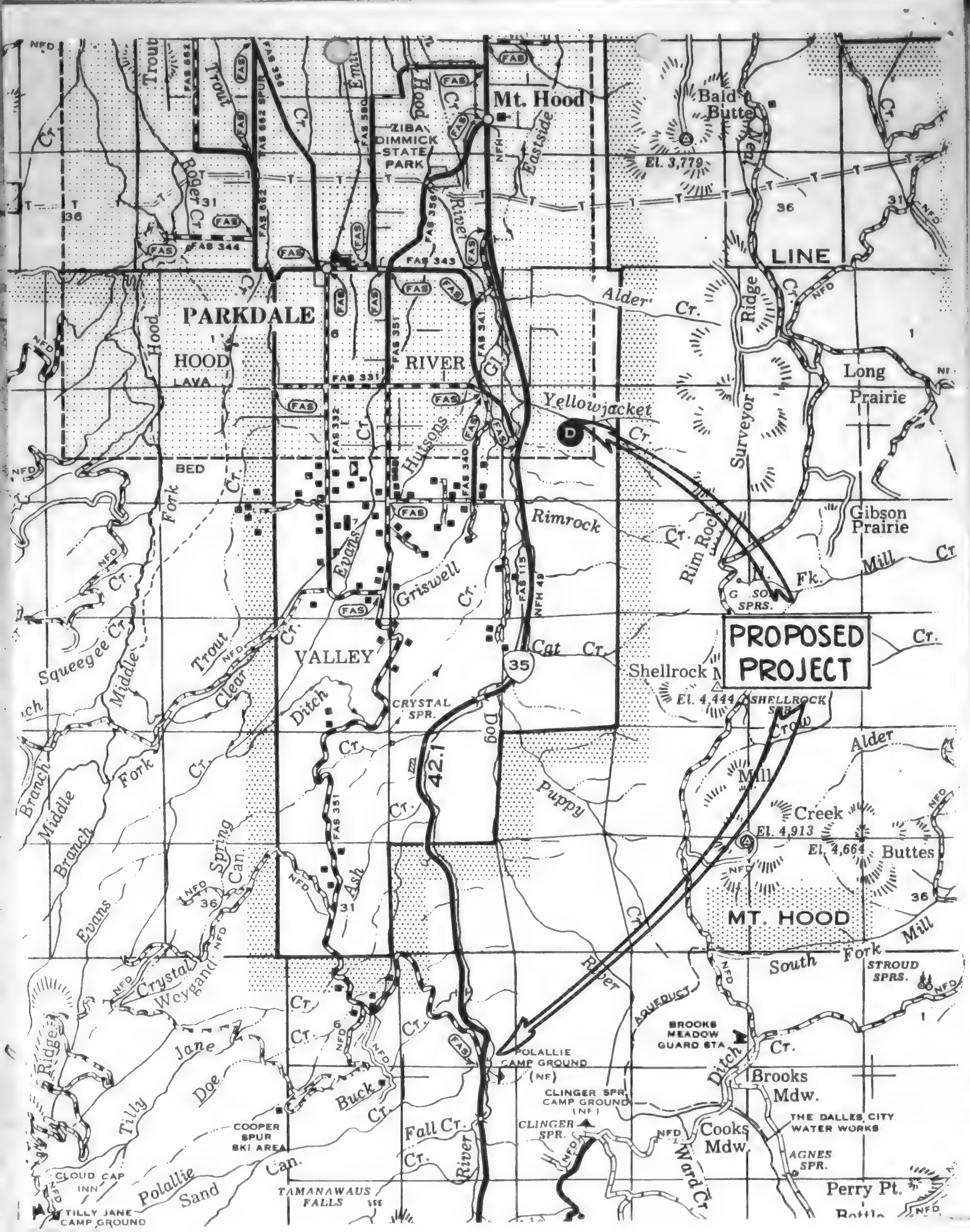

℄
26'
26'
8'
6'
12'
12'
6'
8'
4:1
3½" Cl."B" A.C.
2" Aggr. Level. Crse
16" Aggregate Base

Highway Section
M.P. 75.8 - M.P. 82.5



Rip-Rap Section

POLALLIE CREEK - YELLOWJACKET CK.
PROPOSED TYPICAL SECTIONS
MT. HOOD HIGHWAY
HOOD RIVER COUNTY
M.P. 75.8 - M.P. 82.5


PROPOSED PROJECT
Mt. Hood
ZIBA DIMMICK STATE PARK
Bald Butte
El. 3,779
Eastside
LINE
PARKDALE
HOOD
LAVA
BED
RIVER
VALLEY
Alder Cr.
Ridge
Surveyor
Long Prairie
Yellowjacket Cr.
Gibson Prairie
Rimrock Cr.
Rim Rock
N. Fk. Mill Cr.
GIBSON SPRS.
Shellrock Mt.
El. 4,444
SHELLROCK SPR.
Crow
Alder
Mill Creek Buttes
El. 4,913
El. 4,664
MT. HOOD
South Fork Mill
STROUD SPRS.
BROOKS MEADOW GUARD STA.
Ditch Cr.
Brooks Mdw.
THE DALLES CITY WATER WORKS
Cooks Mdw.
AGNES SPR.
Perry Pt.
Bottle
Ward Cr.
CLINGER SPR.
CLINGER SPR. CAMP GROUND (NF)
POLALLIE CAMP GROUND (NF)
AQUEDUCT
River
Puppy
Dog
Cr.
Cat Cr.
35
42.1
NFH 49
FAS 115
Griswell Cr.
Hutsons
Evans Cr.
CRYSTAL SPR.
Ditch
Ash
Trout Cr.
Clear Cr.
Squeegee Cr.
Middle Fork
Branch
Middle Branch
Evans
Spring Can
Crystal
Weygand
Ridge
Tilly Jane
Doe
Buck Cr.
Cr.
Polallie
Sand Can.
Fall Cr.
River
COOPER SPUR SKI AREA
CLOUD CAP INN
TILLY JANE CAMP GROUND
TAMANAWAUS FALLS
Trout
Roger Cr.
Hood
Fork
Emil
Hood River
Gl
FAS
FAS 331
FAS 332
FAS 340
FAS 341
FAS 343
FAS 344
FAS 351
FAS 356
FAS 662
FAS 662 SPUR
NFD
NFH
31
36
1
6
D

9338 L.

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: January 23, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Preliminary Engineering Status
Polallie Creek-Yellow Jacket Creek
Mt. Hood Highway

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 2 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

Reid Meritt, Resident Engineer, has crews restaking the present highway right of way line, doing office calculations, and establishing field controls. Weather conditions are so bad it is difficult to accomplish much field work.

Jim Ulven, Photogrammetry, has the section of highway pre-marked and ground controls established. Bad weather has prevented them from obtaining the necessary aerial phorography. They are on standby and are ready to fly the route as soon as the fog lifts in the canyon.

George Wills, Location is preparing reconnaisance and estimates for three alternate routes.

1. The existing highway with grade changes and modest alignment shifts.
2. Shift the alignment to a higher bench from Polallie Creek northerly three to four miles.
3. Complete reconstruction of the southerly end connecting to the Cooper Spur Road.

Dick Lenz, Hydraulics, is preparing hydraulic reports to cover sizing the East Hood River channel, high water elevations, structure openings, and culvert sizes. These hydraulic reports will require FHWA concurrance.

Mike Stovall, Region 1, is pursuing a material source and looking for riprap. An estimated 250,000 cubic yards of heavy riprap will be needed if the highway is reconstructed in it's present location.

Walt Hart, Bridge Section, says once the decision has been made on which way to go (raise structure, build overflow structure) they can make any realistic schedule.

Contains
Recycled
Materials
81-125-1387

Duane Christensen, Final Design, has assigned the project to a design team. They have obtained copies of all available information and are ready to proceed when the maps are available from Photogrammetry.

Reid Meritt, Resident Engineer, reports the Cooper Spur detour is working well, traffic is light, and there is no snow. If we get heavy snow and a large amount of "ski bunny" traffic, it will be tough to plow snow and keep the road open because it is narrow and winding. It may be necessary to close the highway for short periods of time while the snow is removed.

JHV:ab
cc: H. S. Coulter
Mike Stovall
E. L. Hardt
R. L. Schroeder
C. T. Keasey
J. B. Boyd
D. H. Moehring
Reid Meritt
Jim Ulven
George Wills
Dick Lenz
Walt Hart
Duane Christensen

9338 L

# REGON STATE HIGHWAY DIVISI
## PROJECT REQUEST

Date: 1/7/81

**A. IDENTIFICATION:**

Proposed Section: Polallie Creek- Yellowjacket Creek Region: 1

Highway: Mt. Hood St. Hwy. No. 26 M.P. 75.8 to M.P. 82.5 Length: 6.7

County(s): Hood River (Attach Sketch Map)

Recommended Construction Date: April 1981 Proposed 6 YP

Method of Doing Work: Contract Yes St. Force Other

**B. FINANCING**

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing: 100% Federal Emergency Relief

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☒ Emergency Relief

**C. ROADWAY & TRAFFIC**

| | Width | | | | Structures | | Extg. Traffic (Year 1979) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 2 | 30 | 0 | 0 | 2 | 200 | 600 | A | | |
| Proposed Facility: | 2 | 36 | 0 | 0 | 3 | 340 | 600 | A | | |

**D. DEFINE THE PROBLEM:** This section of highway was constructed in 1961 and has been significantly damaged four times since by East Fork Hood River, including the present damage which occurred on December 25, 1980. Several design features seem to allow the repeated damage of this roadway section. The river is now out of its normal channel in places.

**E. PROPOSED SOLUTION:** Restore river to normal channel and replace roadway. Roadway will be protected in selected areas by: raising grade, reinforcing roadway slopes, and/or installing overflow structure.

**F. REASON FOR REQUEST AT THIS TIME:** Roadway facility was destroyed on December 25, 1980, to such extent that it is unuseable and maintenance forces will not be able to restore use. The logging, agricultural, and tourist industries are severely impacted by the lack of this facility.

**G. COST ESTIMATE**

| | |
|---|---|
| Roadway Work | $ 11,250,000 |
| R/W (Approx: No. of Parcels 10, Acres 20, Any Reloc. no). | 100,000 |
| Structures | 450,000 |
| Other (Define) | - |
| Preliminary Engineering (By Whom) State | 300,000 |
| TOTAL | $ 12,100,000 |

L

H. REQUESTED BY: Frank E. Location Engr.
Region Engineer or Section Head

Approval/Disapproval
State Highway Engineer Date

Approval/Disapproval
Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date

Form 734-1386 (3-78)

9338

2

## REGON STATE HIGHWAY DIVISIO
## PROJECT REQUEST

Date: 1/7/81

**A. IDENTIFICATION:**

Proposed Section: E. Fork Hood River (Dimmick Park) Bridge — Region: 1

Highway: Hood River — St. Hwy. No. 281 M.P. 18.00 to M.P. 18.50 Length: 0.50

County(s): Hood River — (Attach Sketch Map)

Recommended Construction Date: April 1981 — Proposed 6 YP 81

Method of Doing Work: Contract Yes — St. Force ____ — Other ____

**B. FINANCING**

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing: 100% Federal Emergency Relief

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☒ Emergency Relief

**C. ROADWAY & TRAFFIC**

| | | Width | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 2 | 20 | 2 | 0 | 1 | 170 | 1050 | C | | |
| Proposed Facility: | 2 | 20 | 2 | 0 | 1 | 170 | 1050 | C | | |

**D. DEFINE THE PROBLEM:** The approaches to this structure have been destroyed by the E. Fork Hood River several times in the past with the current damage occurring on December 25, 1980.

**E. PROPOSED SOLUTION:** Repair spur dikes and restore river channel. Approaches to structure have been restored by maintenance forces.

**F. REASON FOR REQUEST AT THIS TIME:** Repair of river channel is necessary to protect new roadway restoration.

**G. COST ESTIMATE**

| | |
|---|---|
| Roadway Work | $ 0 |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). | 0 |
| Structures | 0 |
| Other (Define) Channel Repair | 25,000 |
| Preliminary Engineering (By Whom) State | 8,000 |
| TOTAL | $ 33,000 |

L

**H. REQUESTED BY:** Frank E. — Location Engr.
Region Engineer or Section Head

Remarks & Action Taken:

Approval/Disapproval ____________________ Date ______
State Highway Engineer

Approval/Disapproval ____________________ Date ______
Asst. Director for Operations

Oregon Transportation Commission

Approval Date ____________________

Form 734-1386 (3-78)

1981 U.S.R.S. Canal "J" Br. 9339
Sec. on the Hatfield Hwy.
(Grading, paving & structure)

9339

5

**STATE COPY**

ORTATION
ATION

cc: OSHD (Coulter)

# FINAL ACCEPTANCE REPORT

7-13-8

| | | | |
|---|---|---|---|
| **REGION NUMBER**<br>10 | **REPORT NUMBER**<br>2 | **COUNTY**<br>Klamath | **DIVISION**<br>Oregon |
| **DATE OF REPORT**<br>7/13/83 | **REPORT MADE BY**<br>David B. Carter, Area Engineer DBC | | **PROJECT NO.**<br>BRF-41(2) |
| **COMPLETION DATE**<br>5/26/82 | **ACCEPTANCE DATE BY CONTRACT AGENCY**<br>9/13/82 | **TIME ELAPSED**<br>275/275= 100 % | **CONTRACT TIME**<br>275 Calendar Days |
| **APPROVED EXTENSIONS**<br>None | **LOCATION**<br>Approximately 25 miles southeast of Klamath Falls, Klamath County, Oregon on Oregon signed route 39. | | |

**NOTE** - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## U.S. BUREAU OF RECLAMATION CANAL "J" BRIDGE SECTION
## HATFIELD HIGHWAY
### Grading, Paving & Structure

This project provided for the replacement of an existing structure with a precast slab concrete structure on the existing alignment.

A final inspection of the completed work was made on August 11, 1982.

The final amount of the original contract items was $184,412.80, or a 4.2 percent underrun of the contract bid amount of $192,545.20. The final cost of the project including all engineering and changes was $216,139.99.

An engineering error on the project resulted in portions of the structure being constructed one foot low. This error had to be corrected and is included in Extra Work Order number 1 and Price Agreement number 3. All work involved in this error is nonparticipating.

All participating work has been completed.

All signing and striping is complete.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 19 '83
REFER TO
Keasey
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| **SIGNATURE**<br>David B Carter | | **SIGNATURE**<br>Original Signed By<br>G. K. HOBSNER<br>Field Operations<br>Engineer | |
| **TITLE**<br>Area Engineer | **DATE**<br>7/15/83 | **TITLE**<br>Field Operations Engineer | **DATE**<br>7/19/83 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev 12-79)

9339 10-6-82 L.

File

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Holst Const. Co.<br>No. 9339 | U.S.R.S. Canal "J" Bridge<br>Klamath County | Sept. 13, 1982 |
| Schoolhouse R Electric<br>No. 9406 | Col. River Hwy. @ Gable Rd. &<br>St. Helens Comml. Center<br>(St. Helens)<br>Columbia County | Sept. 15, 1982 |

October 6, 1982 Wendell E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9339

L.

September 16, 1982

Employers Insurance of Wausau
9400 S.W. Beaverton Highway
Beaverton, OR 97005

CON 5
#9339

Gentlemen or Ladies:

Contract No. 9339 awarded to Holst Construction Co. for work on the U.S.R.S. Canal "J" Bridge Section of the Hatfield Highway in Klamath County was completed on July 22, 1982 and accepted by the State Highway Division on September 13, 1982.

Final payment in the amount of $7,175 will be released to the contractor after September 21, 1982. The total contract amount is $192,639.99 including $5,244.40 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Holst Construction Co.
P. O. Box 1048
Oakridge, OR 97463

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

9339 L.

FORM 81-734-3091

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: U.S.R.S. Canal "J" Bridge | WEEK ENDING: June 12, 1982 |
| | | SECTION PREFIX: 118-1007 |
| | HIGHWAY: Hatfield | COUNTY: Klamath |
| NAME OF JOB: U.S.R.S. Canal "J" Bridge | KIND OF WORK: Grading, Paving, and Structure | |
| CONTRACTOR: Holst Construction Co. | CONTRACT NUMBER: 9339 | FEDERAL AID PROJECT NUMBER: BRF-41(2) |
| DATE OF CONTRACT: August 11, 1982 | DATE WORK STARTED: November 13, 1982 | ESTIMATED COMPLETION DATE: [redacted] |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 275 | CALENDAR DAYS USED 275 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 100% |
| PROJECT AUTHORIZATION: $ 225,349.15 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100% |
| EXCLUSIVE OF ENGINEERING: $ 207,480.05 | ENGINEERING AUTHORIZATION $ 17,869.10 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 193,302.21 $ [redacted] | ENGINEERING COST TO DATE $ 19,500.00 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.3 % | PERCENT OF AUTHORIZATION 109 % | May 26, 1982 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 975 tons | | | | 315 tons |
| TOTAL QUANTITIES CORRECTED TO DATE | 812 tons | | | | 392 tons |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 812 tons | | | | 392 tons |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 2224A | | | | | | | |
| PERCENT | 100% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 6 | Fair | 0 | | |
| MONDAY 7 | " | 0 | | |
| TUESDAY 8 | " | 0 | | |
| WEDNESDAY 9 | " | 0 | | |
| THURSDAY 10 | " | 0 | | |
| FRIDAY 11 | " | 0 | | |
| SATURDAY 12 | " | 0 | | |

K
RECEIVED
JUN 14 1982
CONSTRUCTION SECTION
CE
CAE
FOE
QCS
SCS
EEO
OM
CA
LS
TC
FE
CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 6 | |
| MONDAY 7 | NO ACTIVITY |
| TUESDAY 8 | " " " |
| WEDNESDAY 9 | " " |
| THURSDAY 10 | " " |
| FRIDAY 11 | " " |
| SATURDAY 12 | |

## REMARKS

Contract work completed.

Semifinal 95% complete and submitted to Region office thursday (6-10-82).

**FINAL REPORT**

SIGNED B. N. Hatcher LOCATION Klamath Falls
B.N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9339

DES 16 426 N

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: MEMO TO THE FILE

DATE: December 4, 1981

DNStoudenmeyer

FROM: D. N. Stoudenmeyer
Design Supervisor

SUBJECT: U.S.R.S. Canal "J" Br. Section
Hatfield Highway
~~Klamath County~~

1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
DEC 04 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Inspection report on the subject project from Robert Pool dated November 24, 1981, states that the signing and delineation shown on the plans was not adequate for the detour. Additional chevron signs will be installed by Region on both ends of the project.

First of all the plans called for a paved detour with bi-directional reflective pavement markers, yellow on the detour centerline. This plan would have been adequate. Region did not get the detour paved so it is now a gravel surface. Had we been dealing with a gravel detour, we may have included chevron signs as now proposed by Region.

DNS:rw

cc: D. O. Christensen
Robert Pool
D. D. Allen
Wayne Cobine
Bill Beard

Initial
and
Circulate

AFB
PFG OM
TEB

Contains Recycled Materials
81-125-1387

SP*75683-125

426

# PROJECT INSPECTION REPORT

**Oregon Department of Transportation**
**HIGHWAY DIVISION**

Intermediate ☒
Final ☐

| | | | |
|---|---|---|---|
| Project Name<br>U.S.R.S. Canal "J" Bridge | | | Contract No.<br>9339 |
| Highway<br>Hatfield | | County<br>Klamath | Prefix No.<br>118-1007 |
| Contract Time Elapsed a) -103 b) 94 % | Contract Work Completed 100 % | Contract Work Quality | Contract Work Progress | F.A. Project No.<br>BRF-41 (2) |
| Inspection date<br>November 24, 1981 | By<br>Robert C. Pool | | |
| In company with<br>Wayne Cobine, Dale D. Allen | | | |

## REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Detour has been constructed by State forces. Surface is gravel and looks good.

It is too late in the year to surface it.

Signing and delineation as shown on the plans was not adequate. Additional signs need to be placed to provide delineation to move traffic over onto the detour, especially at night.

Wayne will install four chevron signs on the "tangent extended" as traffic approaches both ends of the project.

Contractor was starting to remove the existing structure.

Initial
Circulate
AHB
JOB
PEG
[illegible]
WCB
06

REFERRED TO
2 Beard [illegible] Steudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen JW
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
NOV 27 1981
ROAD DESIGN SECTION

Do not file
Return To
Bring
Action

(USE ADDITIONAL SHEETS AS REQUIRED)

## FINAL INSPECTION CHECKLIST

______ Date opened to traffic or in operation
______ Date of Second Notification
______ Date Contractor's notice for semi-final inspection received
______ Date Contractor removed equipment, plant, etc.
______ Estimated submittal date of semi-final estimate
______ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Robert C Pool
Robert C. Pool
Title Region Construction Engineer

Versteeg

Form 734-1384 (Rev. 9/78)

SP*70731-734

9339

SX01301 2,

files

**FOSTER**

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

**L. B. FOSTER CO.**

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: DECEMBER 4, 1981

JOB: J. CANAL BRIDGE
KLAMATH FALLS

TO: OREGON STATE HWY. DIV.
SALEM, OR

#9339

Dear Sir:

It is with a greal deal of pleasure that we have commenced delivery of material to your property, which is described as above in the County of ____________, State of Oregon, and on the order of Contractor

HOOLST CONSTRUCTION, CO.
P.O. BOX 692
OAKRIDGE, OR 97463

CERTIFIED
P 319 658 856
MAIL

Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment, a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the seventeenth day of november 19 81, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, infact paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you, as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

SOLD TO: HOLST CONSTRUCTION, CO.
P.O. BOX 692
OAKRIDGE, OR 97463

Very truly yours,

A. M. Roberts

A. M. Roberts
Credit Manager

no response necessary.

9339

L.

CON 5

DATE: November 18, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BRF-41(2)

Contract 9339, Work Started November 10, 1981

Project U.S.R.S. Canal "J" Bridge

Highway Hatfield

County Klamath

RDC:mk

cc: R. D. Church

9339

STATE COPY 4.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>8-123 | U.S. DEPARTMENT OF TRANSPORTATIO<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>FEDERAL-AID PROJECT AGREEMENT<br>8-12-81 | STATE<br>Oregon<br>COUNTY<br>Klamath<br>PROJECT NO.<br>BRF-41(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S.R.S. Canal "J" Bridge

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-1-81 | 0.013 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 80%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 225,349.00 | FEDERAL FUNDS<br>$ 180,279.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Asst. State Highway Engineer
*(Title)*
XX For: H.S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator AUG 12 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 13, 1981

Federal Aid Project
No. BRF-41(2)

U.S.R.S. Canal "J" Bridge
Hatfield Highway
Klamath County

Project Agreement Estimate

Type Code X080
Structure, Br. #2224 (Sta. 85+50 to Sta. 90+50)

Alternate "A"

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 4,200.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,000.00 |
| Temporary Signs | 16 Sq.Ft. | 6.00 | 996.00 |
| Temporary Barricades | 10 Each | 80.00 | 800.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 125 Lin.Ft. | 6.00 | 750.00 |
| Temporary Guard Rail, Type 1 | 550 Lin.Ft. | 8.00 | 4,400.00 |
| Temporary Delineators | 13 Each | 20.00 | 260.00 |
| Flagmen | 80 Hour | 24.00 | 1,920.00 |
| Temporary Reflective Pavement Markers | 34 Each | 9.00 | 306.00 |
| Earthwork | All Required | | 11,500.00 |
| Aggregate Base | 975 Ton | 12.50 | 12,187.50 |
| Class "B" or Class "C" Asphalt Concrete | 315 Ton | 45.00 | 14,175.00 |
| 3/4"-0 Aggregate in Prime Coat | 25 Ton | 60.00 | 1,500.00 |
| MC-250 Asphalt in Prime Coat | 2 Ton | 500.00 | 1,000.00 |
| Guard Rail, Type 2A | 200 Lin.Ft. | 12.00 | 2,400.00 |
| Guard Rail, Type 3 | 100 Lin.Ft. | 22.00 | 2,200.00 |
| Guard Rail Anchors, Type 1 | 4 Each | 275.00 | 1,100.00 |
| Rail End Pieces, Type C | 4 Each | 75.00 | 300.00 |
| Bridge Removal Work | All Required | | 5,000.00 |
| Structure Excavation | 50 Cu.Yd. | 12.00 | 600.00 |
| Furnish Pile Driving Equipment | All Required | | 3,600.00 |
| Furnish HP 10x42 Steel Piling | 1,530 Lin.Ft. | 13.50 | 20,655.00 |
| Drive Steel Piles | 1,530 Lin.Ft. | 2.00 | 3,060.00 |
| Structural Concrete, Class 3300 (55 cu.yd.) | All Required | | 16,800.00 |
| 4'x65'/70' Prestressed Slabs | 10 Each | 5,200.00 | 52,000.00 |
| Reinforcement (6,000 lbs.) | All Required | | 4,000.00 |
| Reinforced Concrete Bridge End Panels | 232 Sq.Yd. | 58.00 | 13,456.00 |
| Metal Rail with Tubing | 150 Lin.Ft. | 38.50 | 5,775.00 |
| Membrane Waterproofing | 307 Sq.Yd. | 15.00 | 4,605.00 |
| | | | $192,545.50 |

Oregon State Highway Division
Salem, Oregon, August 13, 1981

Federal Aid Project
No. BRF-41(2)

| Anticipated Items | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 3,500.00 |
| Temporary Pavement Striping | All Required | 1,000.00 |
| Temporary Erosion Control | All Required | 1,000.00 |
| Roadside Seeding & Mulching | All Required | 500.00 |
| | | $ 6,000.00 |
| | Subtotal (Alt. "A") | $198,545.50 |
| | Engineering | 26,803.50 |
| | Total | $225,349.00 |

Length of Structure Alt. "A" - - - .013 mi.

| | |
|---|---|
| Federal Funds (80%) - - - - - - - - | $180,279.00 |
| State Funds - - - - - - - - - - - - | 45,070.00 |
| Total | $225,349.00 |

Group 1 - 100%
Contract No. 9339
Prefix 118-1967
Prefix 118-1007

9339

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-1-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-41(2)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Klamath

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00110

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/1/81

8. FEDERAL ROUTE NUMBER: Primary 41

9. STATE ROUTE NUMBER: Secondary 426

10. GENERAL LOCATION: U. S. R. S. Canal "J" Bridge Section

11. GENERAL DESCRIPTION OF WORK: One Structure - Br. #2224

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping $3,500
Temporary Pavement Striping $1,000
Temporary Erosion Control $1,000
Roadside Seeding and Mulching $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's June 29, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $265,834 Federal Funds $212,667.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $5,834 Federal Funds $4,667)

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

orig
7/10

14. DATE: 7/1/81

15. SIGNATURE OF APPROVING OFFICIAL: G K

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9334 426

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/18/81

Donald L Ront

Jim

July 23 1981 Bid Letting ____________ All Clear Deadline

SECTION USRS Canal "J" Bridge
Highway Hatfield (426)
County Klamath Region 4
Type of Work Structure Funds HBR
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

Const Noise

BRF-41(2)

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | 3 EXC |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | Irrigation Facility |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

9339

2-12-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-41(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Klamath

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/81
8. FEDERAL ROUTE NUMBER Primary 41
9. STATE ROUTE NUMBER Secondary 426

10. GENERAL LOCATION: U.S.R.S. Canal "J" Bridge Section

11. GENERAL DESCRIPTION OF WORK: One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/10/81 you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a TEC of $260,000 - F.F. $208,000.

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO [illegible]
FOR

Orig to
2-18-81

14. DATE 2/12/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9339

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

February 10, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00110
Project No. BRF-41(2)
U.S.R.S. Canal "J" Bridge Section
Klamath County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $260,000 with an obligation of $208,000 in Federal funds.

DRH:bkc
Attachments

cc: D.D. Allen (Region 4)
✓ General Files

Form 734-3122

9339 Form FHWA 121 (1/80)

2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project BRF-41(1)
Preliminary Bridge Plan Review
U.S.R.S. "J" Canal Bridge #2224A
Hatfield Hwy., Klamath County

Date: December 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Wallace's submittal of December 10, 1980, for the "J" canal bridge on the Hatfield Highway in Klamath County. The alternates you propose are interesting and should provide some excellent comparative bidding information on small cantilever abutments vs. longer spans for small bridges. Also, have you considered concrete piles as an alternate?

The old structure has a sufficiency rating of 9.7 and is eligible for bridge replacement funds. Please proceed with the design.

For G. L. Green

RECEIVED
STATE HWY ENGR
DEC 18 '80
REFER TO

orig to

FOR

| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ☒ |  |

9339

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: DES 23
Br 2224A

December 10, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St N E
Salem OR 97301

NOTED
E. S. HUNTER

USRS Canal J Bridge
Bridge 2224A
Hatfield Highway
Klamath County

Enclosed are two reduced prints of drawings 35231, 35682, and 35683 which are the vicinity map and preliminary plan and elevation drawings of two alternate layouts for subject structure. We propose to take alternate bids to obtain the most economical bridge. Also enclosed are two copies of the foundation and hydraulic reports.

The alignment and roadway width are in accordance with the standards governing the project.

The roadway width of approximately 40 feet is required by the present 2,400 ADT. Stage construction is proposed because it was determined to be more economical than using a detour which would require a detour structure. The two alternate structures shown each meet the hydraulic requirements.

The estimated cost of either structure, including an allowance for engineering and contingencies, is $241,000. We request your approval of our preliminary plan and your concurrence that this project is eligible for HBR funding.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ encl.
Dale Allen /w/ encl.
Gary L. Potter /w/ encl.

RECEIVED
TECHNICAL SERVICES
DEC 10 '80
REFER TO
FOR
Info Invest R/D [illegible] File

Form 734-3122

9339

426

N

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: Fred Eriksen
Design Section

DATE: October 27, 1980

FROM: R.O. Havig
R. O. Havig
Region Utility Engineer

SUBJECT:

Bridge Replacement
[redacted]
Klamath County
Prefix: 118-1967

I discussed subject bridge replacement with Jim Bryant from Water Power and Resource Services. He said that we would not have to get a new permit for this structure; the existing permit would be O.K.

He did say that they would have to approve the plans and that they would send plans to Tulelake Irrigation District for their approval. Tulelake Irrigation District is responsible for operation and maintenance of this canal.

If you have any questions, please call.

REFERRED TO
___Beard___Stoudenmeyer___
___Cole___Mann___
✓ Eriksen F.E. ___Watson___
___Hager___Dorn___Lau___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

ROH:pw
cc: Wayne Cobine
Jack Cartwright
Walt Hart
Jim Bryant

___Versteeg___
___Anderson___
1 Christensen DDL
___Olson___
3 Sullivan Jvr
___Terpin___
2 Trout ↑
___Wakerlig___

Bill Schaaff ob

RECEIVED
OCT 29 1980
ROAD DESIGN SECTION

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Action ___

Contains Recycled Materials
81-125-1367

SP*75883-125

9339

N

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

LOC 8

TO: MEMO TO THE FILE

DATE: August 12, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: [redacted]
Hatfield Highway
Klamath County

The proposed project will replace an existing 88-foot long, 4-span structure. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The "J" Canal is an irrigation canal under the jurisdiction of the Tulelake Irrigation District. The flow is controlled with no flow occurring, generally, from November 15 to March 15 each year. According to the Tulelake Irrigation District, the canal has the capacity to convey a discharge of 700 cfs.

HYDRAULIC DESIGN

This crossing is designed for a discharge of 700 cfs with an estimated high water elevation of 4,053.9 feet (U.S.R.S. datum).

The existing structure was analyzed and found to create a negligible amount of backwater during the design discharge.

To maintain the status quo, it was determined that the proposed structure should provide a waterway area of approximately 290 square feet below the design high water elevation and normal to the canal. A vertical abutment structure which provides a 65-foot long clear span satisfies the above waterway area. A multiple span structure would also maintain the status quo.

RIPRAP

No riprap protection will be required.

DWB:ja

cc Frank Terpin w/attach.
Walt Hart "
Jack Davis "
Duane Christensen "
Dale Allen "
Herb Schell, FHWA "

Versteeg
Anderson
Christensen copy
Olson
Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
AUG 18 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

31-125-1387

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|
| Discharge – cfs | 700 | | |
| m³/s | | | |
| Frequency – yrs. | N.A. | 100 | |
| H.W. Elevation Natural Channel ft. | 4053.9 | | |
| m. | | | |
| H.W. Elevation Channel Change ft. | — | | |
| m. | | | |
| Average Velocity – fps | 2.4± | | |
| mps | | | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

U.S.R.S. "J" Canal Bridge
Hatfield Highway
Klamath County

COMPILED BY: Dave Bryson

DATE: August 12, 1980

9339 7-8-80 L

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-41(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Klamath

ITEM NO.: 00110

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
JUL 14 '80
REFER TO MacWing
FOR
Info | Inv | R/D | D/R | Sign | Act | File

7-14
omg

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>7-8-80 | FEDERAL ROUTE NUMBER<br>Primary 41<br>STATE ROUTE NUMBER<br>Secondary 426 |

GENERAL LOCATION:

U.S.R.S. "J" Canal Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including archeological salvage and utility preparatory work.
☐ OTHER (Specify) TEC $29,000 - FF $23,280.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 6-27-80.

| | | |
|---|---|---|
| DATE<br>7-8-80 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-031-050

-9339

426 N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

3-26-80

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: USRS Canal J Bridge #2224

HIGHWAY NAME: Hatfield

HIGHWAY NUMBER: 426

| | | | |
|---|---|---|---|
| REGION<br>4 | ADMINISTRATIVE DISTRICT<br>11 | COUNTY<br>Klamath | CITY |
| LENGTH<br>0.3 | MILEPOST NUMBER<br>1.43 TO 1.73 | ☒ RURAL | ☐ URBAN |

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER SBRP

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing 26' wide X 88' long structure.

REFERRED TO
Beard ___ Steudenmeyer
Cole ___ Sample
Britton ___ Warren
Hager ___ Bart ___ Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson ACB
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 28 1980
ROAD DESIGN SECTION

Do Not File ☐
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Action

## 2 - TRAFFIC DATA

| | |
|---|---|
| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)<br>1978 - 2,350 | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) |

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| | | |
|---|---|---|
| DESIGN SPEED (MPH)<br>60 | DESIGN STANDARDS<br>AASHTO | TRAFFIC ANALYSIS<br>☒ LIGHT ☐ MEDIUM ☐ HEAVY |

40' AASHTO [illegible]

3-26-80
Frank E. Terpin
Location Engineer

FORM 734-1730 (12-78) Page 1

## 3 - FEATURES

| | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | two - 12' | two - 12' |
| SHOULDERS | two - 7' | two - 8' |
| MEDIANS | | |
| PARKING LANES | | |
| SIDEWALKS | | |
| BIKEWAYS | | |
| INTERCHANGES | | |
| OTHER: | | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☒ | ☐ | ☐ |
| Stage Construction | ☐ | ☐ | ☒ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☒ | ☐ | ☐ |
| River | ☐ | ☒ | ☐ |
| Stream "J" Canal | ☒ | ☐ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☒ | ☐ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District (U.S.B.R.) | ☒ | ☐ | ☐ |
| Water District | ☐ | ☐ | ☒ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☐ | ☒ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ |
| Environmental Assessment | ☒ | ☐ | ☐ |
| Statewide Assessment | ☐ | ☐ | ☒ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ |

Type Telephone

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☒ | ☐ | ☐ |
| Soils Investigation | ☒ | ☐ | ☐ |
| Airport Clearance | ☐ | ■ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☒ | ☐ |
| Requires Vicinity Map | ☒ | ☐ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☐ | ☒ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY | | |
|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT |
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT—OF—WAY | N/A ☐ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 4 ) | 1.0 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( 1 ) | 5 |
| RECOMMENDED CONSTRUCTION DATE | 2 Q '81<br>(Region) | F 2 Q '81<br>(Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| N/A | | |

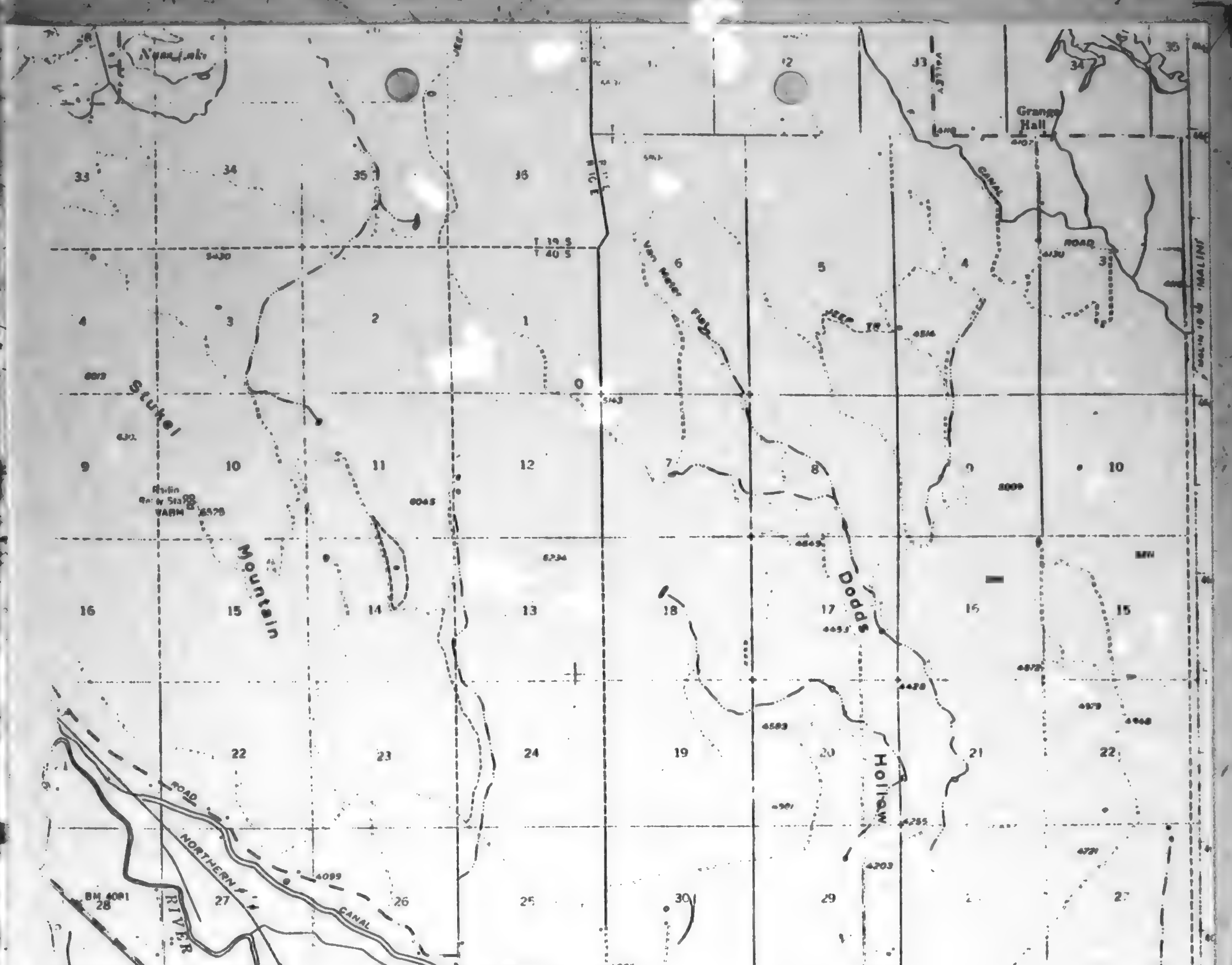
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 20,600 |
| RIGHT OF WAY | | |
| TRAFFIC CONTROL | | 18,000 |
| ILLUMINATION | | |
| STRUCTURES | | 250,000 |
| RAILROAD | | |
| ROADWAY | | 80,000 |
| OTHER | | |
| ENGINEERING & CONTINGENCIES | | |
| PROJECT TOTAL | | $ 368,600 |

SUBMITTED BY ______________________


Nuss Lake
Grange Hall
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ROAD
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Stukel
Mountain
Radio Relay Sta
FARM
Van Meter Flat
Dodds
Hollow
Long
NORTHERN
CANAL
RIVER
BM 4081
BM 4077
Lost River
100F Cemetery
BM 4070
Flume
BM 4071
Cinder Pits
Cinder Pit
VAN BRIMMER
Merrill
Stone Bridge
BM 4067
Cem
BM 4058
Merrill Siding
SOUTHERN
PACIFIC
Malone
LOST
RIVER
GREAT
NORTHERN
Adams Point
Quarry
BM 4058
Siphon
CANAL
White Lake
KLAMATH CO
SISKIYOU CO
OREGON
CALIFORNIA
(MT. DOME)
R 10 E
R 11 E
BM
4023

9339

L

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

1981 Medford Traffic Signal 9340
Project (City Wide) in Medford.

O+a 6350 1-20-78, 9-11-80
7457 2-17-81

Oregon Department of Transportation
HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

9340

| | | | |
|---|---|---|---|
| YOUR ORDER NUMBER | BILLING REQ. NUMBER | AGE[illegible]<br>02 | CURRENT DOCUMENT NUMBER<br>146646 |
| | | DATE<br>020888 | VENDOR NUMBER<br>000032761900 |

City of Medford
City Hall
Medford, OR 97501

**SEND REMITTANCE TO:**
**OREGON STATE HIGHWAY DIVISION**
**434 TRANSPORTATION BUILDING**
**SALEM OR 97310-0780**

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 617 | C09340 000 | L04 | 8066 | | | 844010 | 01 | $1,269.48 |

| PROG | APP SYM | FUND CODE | FUND DETAIL | FUND SOURCE |
|---|---|---|---|---|
| | | | | |

FOLD

FOLD

DESCRIPTION:

Final settlement on M-000C (5) and F-M-000C (18) Citywide Traffic Signal Project, Agreement No: 6350.

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL PRICE

TOTAL AMOUNT DUE $1,269.48

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner (INVOICE PREPARER) PH. 378-6011

9340

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** DATE: February 3, 1988

CITY: Medford AGREEMENT NO: 6350 PROJECT NO: M-000C(5) & F-M-000C(18)

CONTRACT NO: 9340 SECTION: Citywide Traffic Signal Project

PRELIMINARY ENGINEERING (M-000C(5) PREFIX NO. 315-1953):

| | STATE | M-000C(5) |
|---|---|---|
| Project Manager | $ - | $ 2,272.00 |
| Consultant Fee | 47,150.00 | 47,150.00 |
| Final Design | - | 367.39 |
| Traffic Section | 4,000.00 | 3,359.74 |
| Region Utility Liaison | - | 284.48 |
| Program Section | - | 234.38 |
| Specifications | 4,534.90 | 1,881.05 |
| Administrative Services | - | 30.09 |
| Environmental Section | - | 105.78 |
| Total P.E. Cost | $ 55,684.90 | $ 55,684.91 |

CONSTRUCTION (F-M-000C(18) PREFIX NO. 315-1027 & C09340):

| | STATE | | CITY | |
|---|---|---|---|---|
| | PARTIC. | NON PARTIC. | PARTIC. | NON PARTIC. |
| Payment to Contractor | $ 770,307.70 | $ 35,123.00 | $ 770,307.70 | $ 35,123.00 |
| Interest on Final Payment | - | 51.88 | - | 51.87 |
| SFO #1 Signal Controller Testing | 33,659.97 | 2,008.34 | 33,659.98 | 2,008.33 |
| SFO #2 Furnish & Install Disc. Card | 50.00 | 1,292.48 | 50.00 | 1,292.48 |
| SFO #3 Credit for Rogue Valley Mall | - | (34,008.34) | - | (34,008.33) |
| SFO #4 Cost to Settle Contract Claims | 160.97 | - | 160.98 | - |
| Construction Engineering | 49,046.50 | 3,102.00 | 48,922.59 | 3,102.01 |
| Program Section | 49.11 | - | 34.71 | - |
| Salem Lab | 167.50 | - | 170.27 | - |
| Portland Lab | 4.19 | - | 4.25 | - |
| Technical Services | 12,407.77 | 2.59 | 12,154.60 | 2.59 |
| Construction Section | 368.26 | - | 343.16 | - |
| Region Office Charges | 4,284.36 | 4.04 | 4,698.12 | 4.04 |
| Training | 578.71 | 61.45 | 578.70 | 61.45 |
| EEO Monitoring | 17.01 | - | 17.01 | |
| TOTAL CONST. COST | $ 871,102.05 | $ 7,637.44 | $ 871,102.07 | $ 7,637.44 |

## SUMMARY

| | |
|---|---|
| **State Portion of Project:** | |
| P.E. | $ 55,684.90 |
| Const.-Participating (FAP) | 871,102.05 |
| Const.-Non Participating | 7,637.44 |
| TOTAL STATE PORTION | $ 934,424.39 |
| **City Portion of Project:** | |
| P.E. | $ 55,684.91 |
| Const.-Participating (FAU) | 871,102.07 |
| Const.-Non Participating | 7,637.44 |
| TOTAL CITY PORTION | $ 934,424.42 |
| **Less Federal Funds:** | |
| P.E. | $ (47,777.65) |
| Const. | (768,137.81) |
| BALANCE | $ 118,508.96 |
| Less State Share: 50% of $118,508.96 = | (59,254.48) |
| TOTAL CITY SHARE | $ 59,254.48 |
| **Less City Advance Deposits:** | |
| P.E. 7-11-78 | (5,305.00) |
| Const. 9-16-81 | (52,680.00) |
| AMOUNT DUE FROM CITY | $ 1,269.48 |

GEZ:bkw
cc: Diane Galida
Jack Ayres
LPG Files

9340

**DAVE FROHNMAYER**
ATTORNEY GENERAL

**WILLIAM F. GARY**
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4620

December 23, 1987

**PROGRAM SECTION**
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
JAN 06 198
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Ann Hernandez
Accountant
Accounting Section
Highway Division
434 Transportation Building
Salem, OR 97310

Re: Contract Number 9340

Dear Ms. Hernandez:

After reviewing the materials furnished to me, it is my opinion that the contract with the private property owner did not include a provision for the private property owner to pay for engineering costs. The engineering costs were not included in the bid item when the contract was let and it is a cost of the bid item that the private party agreed to pay for.

When a private party agrees to pay for the actual cost of a bid item unless engineering is specifically added on, this is not a responsibility of the private party.

It appears that the Highway Division has received from the private parties monies in addition to the bid item. How those are handled is not my concern. However, it is clear from the agreement that the private party is not obligated to pay any engineering costs.

Sincerely,

Jack L. Sollis,
Attorney-In-Charge
General Government Section

JLS:tla/3871G

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER PERIOD
FROM 7-15-81
TO 3-18-86

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
F ~~IV~~-M-000C(18)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| 010 | 875,951.73 | 871,102.05 | .8818 | 768,137.79 | 768,137.79 | -0- |
| W32 | 875,951.74 | 871,102.07 | .8818 | 768,137.81 | 768,137.81 | -0- |
| 090 | 6,063.53 | -0- | -0- | -0- | -0- | -0- |
| | 1,757,979.00<br>~~1,757,[illegible]67.00~~ | 1,742,204.12 | .8818 | 1,536,275.60 | 1,536,275.60 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
3-4-87

SIGNATURE OF AUTHORIZED OFFICIAL
Acting Controller

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20B (REV. 8-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE

COUNTY

NUMBER

SECTION

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Construction Engineering (State)<br>(010) 382.32<br>(090) 5,575.53<br>(W32) 382.32 | All Required | | | 6,340.17 | |
| | Total Non Participation Project Cost | | | | $ ~~15,762.88~~ | 15,274.88 |
| | TOTAL PROJECT COST | | | | ~~$1,757,967.00~~<br>1,757,479.00 | |

Prepared based on Participating Cost as shown on the Federal Billing as of 2-26-87.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Medford Traffic Signal Project (Citywide)<br>Medford City Streets<br>Jackson County | | | | | |
| | Construction<br>Type Code Y031<br>Traffic Signal (Citywide)<br>Final Contract Payment Summary<br>(010) 770,307.70<br>(W32) 770,307.70 | Lump Sum | | | $1,540,615.40 | |
| SFO #1 | Signal Controller Testing (State)<br>(010) 33,659.97<br>(W32) 33,659.98 | All Required | | | 67,319.95 | |
| SFO #2 | Furnish and install discriminator card (State)<br>(010) 50.00<br>(W32) 50.00 | All Required | | | 100.00 | |
| | **Total Participating Construction** | | | | $1,608,035.35 | |
| | Construction Engineering<br>State<br>(010) 66,906.40<br>(W32) 66,906.40 | All Required | | | 133,812.80 | |
| | Misc. Project Cost<br>EEO Monitoring Expense<br>(010) 17.01<br>(W32) 17.01 | All Required | | | 34.02 | |
| SFO #4 | Litigation Expense<br>Administrative cost to evaluate and settle contract claims (State)<br>(010) 160.97<br>(W32) 160.98 | All Required | | | 321.95 | |
| | **Total Participating Project Cost** | | | | $1,742,204.12 | |
| | Non Participating Project Cost<br>Final Contract Payment Summary<br>(090) 64,000.00<br>(010) 3,123.00<br>(W32) 3,123.00 | Lump Sum | | | 70,246.00 | |
| SFO #1 | Signal Controller Testing (State)<br>(090) | All Required | | | 4,016.67 | |
| | Interest on Final Payments<br>(010) 51.88<br>(W32) 51.87 | All Required | | | 103.75 | |
| SFO #2 | Furnish and install discriminator card (State)<br>(010) 1,292.48<br>(W32) 1,292.48 | All Required | | | 2,584.96 | |
| SFO #3 | Credit Project for Rogue Valley Mall | All Required | | | ~~(67,528.67)~~<br>(68,016.67) | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

Oregon Department of Transportation
HIGHWAY DIVISION

# REQUEST FOR TRANSFER OF COST DISTRIBUTION

DATE OF REQUEST 11-23-87

| REFERENCE DATE, VOUCHER NO., DESCRIP. | AGY. | TRAN. CODE | CURRENT DOCUMENT NO. | DOCUMENT DATE | EXPENDITURE ACCOUNT | SUB JOB | ORG. UNIT | ACTIVITY | OBJECT DETAIL | QUANTITY | AMOUNT | REV. | REFERENCE CODE | MSA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| non-reference ① | 02 | 164 | JV440-03 | 11 23 87 | 81158201 | 000 | 0523 | | 597 | | 488.00 | | | |
| | 02 | 164 | JV440-04 | 11 23 87 | C09340 | 090 | 8066 | | 597 | | 488.00 | R | | SF03 |
| | | | | | | | | | | TOTAL | TOTAL 976.00 | | | |

REASON FOR REQUEST ① Transfer balance of costs for bid item #8 for invoicing to Rogue Valley Mall (now responsibility of Price Development. FM 000C (18)

Anne Huvardy
(PREPARED BY)

(APPROVED BY)

111687-7-061

9340 (ORIGINAL) 315-[illegible]7 9340

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-4-87

# VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER PERIOD
FROM 7-15-81
TO 3-18-86

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
-M-000C(18)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| 010 | 875,951.73 | 871,102.05 | .8818 | 768,137.79 | 768,137.79 | -0- |
| W32 | 875,951.7[illegible] | 871,102.07 | .8818 | 768,137.81 | 768,137.81 | -0- |
| 090 | 6,063.53 | -0- | -0- | -0- | -0- | -0- |
| | 1,757,[illegible]67.00 | 1,742,204.12 | .8818 | | | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
3-4-87

SIGNATURE OF AUTHORIZED OFFICIAL
Acting Controller

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Medford Traffic Signal Project (Citywide) | | | | | |
| | Medford City Streets | | | | | |
| | Jackson County | | | | | |
| | Construction | | | | | |
| | Type Code Y031 | | | | | |
| | Traffic Signal (Citywide) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $1,540,615.40 | |
| | (010) 770,307.70 | | | | | |
| | (W32) 770,307.70 | | | | | |
| SFO #1 | Signal Controller Testing (State) | All Required | | | 67,319.95 | |
| | (010) 33,659.97 | | | | | |
| | (W32) 33,659.98 | | | | | |
| SFO #2 | Furnish and install discriminator card (State) | All Required | | | 100.00 | |
| | (010) 50.00 | | | | | |
| | (W32) 50.00 | | | | | |
| | **Total Participating Construction** | | | | $1,608,035.35 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 133,812.80 | |
| | (010) 66,906.40 | | | | | |
| | (W32) 66,906.40 | | | | | |
| | Misc. Project Cost | | | | | |
| | EEO Monitoring Expense | All Required | | | 34.02 | |
| | (010) 17.01 | | | | | |
| | (W32) 17.01 | | | | | |
| | Litigation Expense | | | | | |
| SFO #4 | Administrative cost to evaluate and settle contract claims (State) | All Required | | | 321.95 | |
| | (010) 160.97 | | | | | |
| | (W32) 160.98 | | | | | |
| | **Total Participating Project Cost** | | | | $1,742,204.12 | |
| | Non Participating Project Cost | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 70,246.00 | |
| | (090) 64,000.00 | | | | | |
| | (010) 3,123.00 | | | | | |
| | (W32) 3,123.00 | | | | | |
| SFO #1 | Signal Controller Testing (State) | All Required | | | 4,016.67 | |
| | (090) | | | | | |
| | Interest on Final Payments | All Required | | | 103.75 | |
| | (010) 51.88 | | | | | |
| | (W32) 51.87 | | | | | |
| SFO #2 | Furnish and install discriminator card (State) | All Required | | | 2,584.96 | |
| | (010) 1,292.48 | | | | | |
| | (W32) 1,292.48 | | | | | |
| SFO #3 | Credit Project for Rogue Valley Mall | All Required | | | (67,528.67) | |
| | AMOUNT CARRIED FORWARD | | | | | |

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

| FEDERAL AID PROJECT | |
|---|---|
| STATE | |
| COUNTY | |
| NUMBER | SECTION |

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Construction Engineering (State) | All Required | | | 6,340.17 | |
| | (010) 382.32 | | | | | |
| | (090) 5,575.53 | | | | | |
| | (W32) 382.32 | | | | | |
| | Total Non Participation Project Cost | | | | $ 15,762.88 | |
| | TOTAL PROJECT COST | | | | $1,757,967.00 | |

Prepared based on Participating Cost as shown on the Federal Billing as of 2-26-87.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | | | | | | |
| | AMOUNT CARRIED FORWARD....... | | | | | |

USCOMM-DC 27329-P66

FORM PW-20B (REV. 5-66)

GP 907-044

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| MEDFORD TRAF STG PROJ | CONT NO 9340 = FA PROJ NOS F 000C018 50 M 000C018 50 | | | | | 121,368.62 | 745,934.53 | 81 | 85 |
| Pay Cont. | 315 | 1027 | 201 | 00 | P 1 | | 794,680.87 | 82 | 83 |
| " " | 315 | 1027 | 201 | 00 | P 2 | 6,246.00 | 6,246.00 | 85 | 85 |
| " " | 315 | 1027 | 201 | 00 | N 1 | | | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1986

PAGE 312.

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|
| " " | 315 | 1027 | 201 | 00 | N 9 | | 488.00 | 64,000.00 | 82 | 84 |
| | 315 | 1027 | 203 | 00 | P 1 | | 9,750.00 | | 83 | 84 |
| Interest | 315 | 1027 | 206 | 00 | N 1 | | 51.88 | 51.88 | 85 | 85 |
| " | 315 | 1027 | 206 | 00 | N 2 | | 51.87 | 51.87 | 85 | 85 |
| SFO#1 | 315 | 1027 | 270 | 01 | P 1 | | | 67,319.95 | 82 | 84 |
| " | 315 | 1027 | 270 | 01 | N 9 | | | 4,016.67 | 84 | 84 |
| " #2 | 315 | 1027 | 270 | 02 | P 1 | | | 100.00 | 83 | 83 |
| " " | 315 | 1027 | 270 | 02 | N 1 | | | 2,584.96 | 83 | 83 |
| " #4 | 315 | 1027 | 286 | 04 | P 1 | 95CR | 299.02 | 299.02 | 84 | 85 |
| " " | 315 | 1027 | 286 | 04 | P 2 | | 22.93 | 22.93 | 84 | 84 |
| " #3 | 315 | 1027 | 291 | 03 | N 9 | | | 67,528.67CR | 84 | 84 |
| Tr. City | 315 | 1027 | 295 | 00 | N 9 | | | 52,680.00 | 83 | 83 |
| " St | 315 | 1027 | 296 | 00 | N 9 | | 125,099.99CR | 1,593,873.51CR | 81 | 85 |
| " Eel | 315 | 1027 | 298 | 00 | N 9 | | 125,099.99 | 1,541,193.51 | 81 | 85 |
| Const. Engr. | 315 | 1027 | 900 | 00 | P 1 | 8.01CR | 23,583.08CR | 42,081.22 | 81 | 85 |
| " " | 315 | 1027 | 900 | 00 | P 2 | 8.03CR | 27,479.76 | 60,986.80 | 81 | 85 |
| " " | 315 | 1027 | 900 | 00 | N 1 | | | 345.63 | 82 | 84 |
| " " | 315 | 1027 | 900 | 00 | N 2 | | | 296.11 | 82 | 84 |
| " " | 315 | 1027 | 900 | 00 | N 9 | | | 6.99 | 81 | 84 |
| Prog. Sec. | 315 | 1027 | 920 | 00 | P 1 | | | 49.11 | 81 | 84 |
| " " | 315 | 1027 | 920 | 00 | P 2 | | | 34.71 | 81 | 84 |
| Adm. on Ret. | 315 | 1027 | 928 | 00 | N 1 | .41 | 89.84CR | ~~.41~~ | 81 | 85 |
| " " " | 315 | 1027 | 928 | 00 | N 2 | .05 | 12.09CR | ~~.05~~ | 81 | 85 |
| Salem Lab | 315 | 1027 | 940 | 00 | P 1 | .12CR | 27.78 | 167.50 | 82 | 85 |
| " " | 315 | 1027 | 940 | 00 | P 2 | .13CR | 27.76 | 170.27 | 82 | 85 |
| Port " | 315 | 1027 | 941 | 00 | P 1 | | | 4.19 | 82 | 84 |
| " " | 315 | 1027 | 941 | 00 | P 2 | | | 4.25 | 82 | 84 |
| Tech. Serv. | 315 | 1027 | 944 | 00 | P 1 | .08CR | 20.35 | 12,407.77 | 81 | 85 |
| " " | 315 | 1027 | 944 | 00 | P 2 | .09CR | 20.33 | 12,154.60 | 81 | 85 |
| " " | 315 | 1027 | 944 | 00 | N 9 | | | 5.18 | 81 | 84 |
| Const. Sec. | 315 | 1027 | 945 | 00 | P 1 | .68CR | 151.39 | 368.26 | 81 | 85 |
| " " | 315 | 1027 | 945 | 00 | P 2 | .69CR | 151.36 | 343.16 | 81 | 85 |
| Req. Off Chg | 315 | 1027 | 946 | 00 | P 1 | 1.87CR | 250.50 | 4,284.36 | 81 | 85 |
| " " " | 315 | 1027 | 946 | 00 | P 2 | 1.89CR | 582.71 | 4,698.12 | 81 | 85 |
| " " " | 315 | 1027 | 946 | 00 | N 9 | | | 8.08 | 81 | 84 |
| Gen Const Engr. | 315 | 1027 | 948 | 00 | P 1 | | | 455.66 | 82 | 82 |
| Training Course | 315 | 1027 | 950 | 00 | P 1 | | | 572.92 | 82 | 84 |
| " " | 315 | 1027 | 950 | 00 | P 2 | | | 584.49 | 82 | 84 |
| " " | 315 | 1027 | 950 | 00 | N 1 | | | 60.84 | 82 | 84 |
| " " | 315 | 1027 | 950 | 00 | N 2 | | | 62.06 | 82 | 84 |
| EEO Monitor | 315 | 1027 | 985 | 00 | P 1 | | | 16.84 | 82 | 84 |
| " " | 315 | 1027 | 985 | 00 | P 2 | | | 17.18 | 82 | 84 |
| | | | TOT | | P1 | 11.71CR | 110,284.58 | 874,061.33 | | |
| | | | TOT | | P2 | 10.[illegible]3CR | 28,284.85 | 873,697.38 | | |
| | | | TOT | | N1 | .41 | 6,208.04 | 9,289.72 | | |
| | | | TOT | | N2 | .05 | 39.78 | 410.09 | | |
| | | | TOT | | N9 | | 488.00 | 508.25 | | |
| | | | ** JOB TOTALS ** | | | 22.08CR** | 145,305.25 ** | 1,757,966.77 ** | | |

JOB COST SUMMARY RUN ON 10-27-87
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/24/87

| EA | SUBJOB | ACTIVITY | OBJ-DETAIL | CREW NUMBER | MSA FIELD | CURRENT MONTH | BALANCE TO DATE | |
|---|---|---|---|---|---|---|---|---|
| C09340 | 010 | | | 8066 | Proj. Mgr<br>BUSEY | | 9,289. | *** |
| OBJ-DETAIL | | | | | | | 9,289. | |
| C09340 | 010 | | 300 Pay Contr. | 0521 | Hwy Acctng | | -3,123. | |
| OBJ-DETAIL 300 | | | | | | | -3,123. | Pa |
| C09340 | 010 | | 306 Adm on Retain. | 0521 | " " | | - | |
| OBJ-DETAIL 306 | | | | | | | | |
| C09340 | 010 | | 598 Lump Sum Engr. | 0521 | " SF02 " | | -1,292. | |
| OBJ-DETAIL 598 | | | | | | | -1,292. | SF |
| ACTIVITY | | | | | | | 4,873. | SUB |
| C09340 | 010 | 020 Training | 598 Lump Sum Engr. | 0521 | " " | | . | |
| OBJ-DETAIL 598 | | | | | | | . | |
| ACTIVITY | 020 | | | | | | . | SUB |
| C09340 | 010 | 900 Field Engring | 598 Lump Sum Engr. | 0521 | " " | | -24. | |
| OBJ-DETAIL 598 | | | | | | | -24. | |
| ACTIVITY | 900 | | | | | | -24. | SUB |
| SUB-JOB | 010 SUBTOTAL | | | | | | 4,849. | |
| C09340 | 011 | | | 8066 | Proj. Mgr. | | 874,061. | *** |
| OBJ-DETAIL | | | | | | | 874,061. | |
| C09340 | 011 | | 194 Data processing | 8066 | " " | | . | |
| OBJ-DETAIL 194 | | | | | | | . | |
| C09340 | 011 | | 199 Data process | 8066 | " " | | | |
| OBJ-DETAIL 199 | | | | | | | | |
| C09340 | 011 | | 300 Pay Contr | 0521 | Hwy Acctng | | 24,373. | |
| OBJ-DETAIL 300 | | | | | | | 24,373. | Pa |
| C09340 | 011 | | 598 Lump Sum Engr | 0521 | " SF01 " | | -33,659. | SF |
| C09340 | 011 | | 598 | 0521 | " SF02 " | | -50. | SF |
| C09340 | 011 | | 598 | 0521 | " SF04 " | | -138. | S |
| OBJ-DETAIL 598 | | | | | | | -33,848. | |

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

```
10-27-87
 CREW-NUMBER
OADED
0/24/87

        CURRENT        BALANCE TO
         MONTH            DATE
        -------        ----------
                          9,289.12 ***
                          9,289.12

ng                       -3,123.00
                         -3,123.00 Pay cont. N-P

                              -.01
                              -.01 Admin on Ret. N-P

                         -1,292.48
                         -1,292.48 SFO#2 N-P

                          4,873.63 SUBTOTAL

                               .61
                               .61

                               .61 SUBTOTAL Traing N-P

                            -24.76
                            -24.76

                            -24.76 SUBTOTAL const. Engr. N-P

                          4,849.48

r.                      874,061.33 ***
                        874,061.33

                               .69
                               .69 Data Processing P


ing                      24,373.17
                         24,373.17 Pay cont. P
 "                      -33,659.18 SFO#1 P
 "                          -50.70 SFO#2 P
 "                         -138.05 SFO#4 P
                        -33,848.03
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010 - STATE

011 - STATE

```
PAGE      2

                         JOB COST SUMMARY RUN ON  10-27-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/24/87

                                           CREW    MSA         CURRENT        BALANCE TO
EA           SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--           ------ -------- ---------- ------ -----        -------        ---------
                                                                         864,587.1
ACTIVITY

C09340    011     020          598 Lump     0521   "                               5.79
OBJ-DETAIL 598  Training         Sum Engr.                                         5.79

ACTIVITY    020                                                                    5.79

C09340    011     040          598 "        0521   "SF                              .17
OBJ-DETAIL 598   EEO Monitor                                                        .17

ACTIVITY    040                                                                     .17

C09340    011     900          598 "        0521   "                            6,508.93
OBJ-DETAIL 598   Field                                                          6,508.93
                 Engr.
ACTIVITY    900                                                                 6,508.93

SUB-JOB     011 SUBTOTAL                                                      871,102.05

C09340     020                              8066 Proj. Mgr.                       410.09
OBJ-DETAIL                                                                        410.09

C09340     020                 300 Pay      0521 Hwy Acctng                     3,123.00
OBJ-DETAIL 300                     cont.                                        3,123.00

C09340     020                 306 Adjm on  0521 "        "                         -.05
OBJ-DETAIL 306                     Ret.                                             -.05

C09340     020                 598 Lump     0521 " SF02 "                       1,292.48
OBJ-DETAIL 598                     Sum Engr                                     1,292.48

ACTIVITY                                                                        4,825.52

C09340     020     020         598 "        0521 "        "                         -.61
OBJ-DETAIL 598     Training                                                         -.61

ACTIVITY    020                                                                     -.61

C09340     020     900         598 "        0521 "        "                        24.76
OBJ-DETAIL 598     Field                                                           24.76
                   Engr.
ACTIVITY    900                                                                    24.76


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

7-87
W-NUMBER
D
/87

| CURRENT MONTH | BALANCE TO DATE | |
|---|---|---|
| | 864,587.16 | SUBTOTAL |
| | 5.79 | |
| | 5.79 | |
| | 5.79 | SUBTOTAL ✓ TRAINING P |
| | .17 | |
| | .17 | |
| | .17 | ✓ SUBTOTAL EEO MONITOR P |
| | 6,508.93 | |
| | 6,508.93 | |
| | 6,508.93 | SUBTOTAL ✓ CONST. ENGR P |
| | 871,102.05 | |
| | 410.09 | *** N-P |
| | 410.09 | |
| | 3,123.00 | |
| | 3,123.00 | ✓ PAY CONT. N-P |
| | ~~-.05~~ | |
| | ~~-.05~~ | ~~ADMIN ON RET N-P~~ |
| | 1,292.48 | |
| | 1,292.48 | ✓ SPO#2 N-P |
| | 4,825.52 | SUBTOTAL |
| | -.61 | |
| | -.61 | |
| | -.61 | SUBTOTAL ✓ TRAINING N-P |
| | 24.76 | |
| | 24.76 | |
| | 24.76 | SUBTOTAL ✓ CONST. ENGR N-P |

020-FAU

```
PAGE      3

                            JOB COST SUMMARY RUN ON  10-27-87
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 10/24/87

                                                   CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--         ------ -------- ---------- ------ -----        -------       ---------
SUB-JOB      020 SUBTOTAL                                                  4,849.[illegible]7

C09340     021                                 8066 Proj. Mgr.                 873,697.[illegible]3 ***
OBJ-DETAIL                                                                     873,697.[illegible]3

C09340     021                     300 Pay     0521 Hwy Acctng                -24,373.[illegible]7 ✓ Pa
OBJ-DETAIL 300                         Contr.                                 -24,373.[illegible]7

C09340     021                     598 Lump    0521 "SF01 "                     33,659.[illegible]8 ✓ SFO
C09340     021                     598 Sum     0521 "SF02 "                         50.[illegible]0 ✓ SFO
C09340     021                     598 Engr    0521 "SF04 "                        138.[illegible]5 ✓ SFO
OBJ-DETAIL 598                                                                  33,848.[illegible]3

ACTIVITY                                                                       883,172.[illegible]4 SUB

C09340     021       020           598 "       0521 "      "                       -5.[illegible]9
OBJ-DETAIL 598       Training                                                       -5.[illegible]9

ACTIVITY    020                                                                     -5.[illegible]9 ✓ SUB

C09340     021       040           598 "       0521 " SF   "                        -.[illegible]7
OBJ-DETAIL 598       EEO Monitor                                                    -.[illegible]7

ACTIVITY    040                                                                     -.[illegible]7 ✓ SUB

C09340     021       900           598 "       0521 "      "                   -12,064.[illegible]1
OBJ-DETAIL 598       Field Engr.                                              -12,064.[illegible]1

ACTIVITY    900                                                               -12,064.[illegible]1 SUB

SUB-JOB      021 SUBTOTAL                                                      871,102.[illegible]7

C09340     090                                 8066 Proj. Mgr.                     508.[illegible]5 ***
OBJ-DETAIL                                                                         508.[illegible]

ACTIVITY                                                                           508.[illegible] SUB

C09340     090       900           598 "       0521 Hwy. Acctng                  5,555.[illegible]8
OBJ-DETAIL 598       Field Engr.                                                 5,555.[illegible]8
                                                                                        ✓
ACTIVITY    900                                                                  5,555.[illegible]8 SUB

SUB-JOB      090 SUBTOTAL                                                        6,063.[illegible]3


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
7
UMBER

URRENT          BALANCE TO
MONTH              DATE
------          ----------
                 4,849.[illegible]7

               873,697.[illegible] ***  P
               873,697.[illegible]

               -24,373.17 ✓ Pay Cont  P
               -24,373.[illegible]7

                33,659.[illegible]8 ✓ SFO#1 P
                    50.[illegible]0 ✓ SFO#2 P
                   138.[illegible]5 ✓ SFO#4 P
                33,848.[illegible]3

               883,172.[illegible]4 SUBTOTAL

                    -5.19
                    -5.19

                    -5.[illegible] ✓ SUBTOTAL Training  P

                     -.17
                     -.17

                     -.17 ✓ SUBTOTAL EEO Monitor  P

               -12,064.[illegible]1
               -12,064.[illegible]1

               -12,064.21 SUBTOTAL ✓ Const. Engr.  P

               871,102.[illegible]7

                   50[illegible]5 ***
                   508.[illegible]5

                   508.75 SUBTOTAL ✓ Proj. Mgr.  N-P

                 5,555.[illegible]8
                 5,555.[illegible]8

                 5,555.28 ✓ SUBTOTAL Const. Engr. N-P

                 6,063.[illegible]3
```

021-FAU

NP
020

```
UMBER

URRENT      BALANCE TO
MONTH          DATE
-------     ---------
               4,849.[illegible]

             873,697.28 ***  P
             873,697.28

             -24,373.17
             -24,373.17  Pay Cont  P

              33,659.98  SFO#1 P
                  50.00  SFO#2 P
                 138.15  SFO#4 P
              33,848.13

             883,172.24 SUBTOTAL

                  -5.79
                  -5.79

                  -5.79 SUBTOTAL Training  P

                   -.17
                   -.17

                   -.17 SUBTOTAL EEO Monitor P

             -12,064.11
             -12,064.11

             -12,064.11 SUBTOTAL Const. Engr. P

             871,102.17

                 508.15 ***
                 508.15

                 508.15 SUBTOTAL Proj. Mgr. N-P

               5,555.18
               5,555.18

               5,555.18 SUBTOTAL Const. Engr. N-P

               6,063.33
```

021-FAU

NP
020

```
PAGE      4

                         JOB COST SUMMARY RUN ON  10-27-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/24/87

                                                CREW   MSA                CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD               MONTH              DATE
--        ------ -------- ---------- ------ -----              -------         ----------
EA         C09340 TOTAL                                                         1,757,967.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

1340

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-155

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
**Federal Highway Administration**

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-16-86

State Oregon

County Jackson

Project Number F-M-000C(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 6, 1981, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,760,000.00 | $ 1,756,000.00 |
| Federal funds | 775,984.00 (010)<br>$ 775,984.00 (W32) | 775,984.00 (010)<br>772,194.00 (W32) |
| Other revisions | | |

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of JUL, 1986

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 11, 1986

Federal-Aid Project No. F-M-000C(18)

Medford Traffic Signal Project (Ctiywide) Section
City Streets
Jackson County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (Citywide)

| | | |
|---|---|---|
| Subtotal from Estimate of 8-21-84 | All Required | $ 1,569,715.50 |
| | Subtotal | $ 1,569,715.50 |
| | Engineering | 129,284.50 |
| | Engineering (Signal Control Testing 95%) | 57,000.00 |
| | Total | $ 1,756,000.00 |

Length of Project -------------- 0.0 mi.

### SUMMARY OF FUNDS

| Description | Appn Code | Pro-Rata | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|---|
| Traffic Signal | 010 | 88.15% | $ 880,000.00 | $ 775,984.00 | $104,016.00 | $ - - - |
| Traffic Signal | W32 | 88.15% | 876,000.00 | 772,194.00 | 51,903.00 | 51,903.00 |
| Subtotal | | | $1,756,000.00 | $1,548,178.00 | $155,919.00 | $ 51,903.00 |
| Nonparticipating | | | | | | |
| City Signal | | | 72,000.00 | ---- | --- | 72,000.00 |
| TOTAL | | | $1,828,000.00 | $1,548,178.00 | $155,919.00 | $123,903.00 |

Sub Job 010 = 0%; Sub Job 011 = 95%; Sub Job 090 = 0%; Sub Job 091 = 5%
Contract No. C09340
Prefix: C315-1953 (P.E.)
Prefix: C325-1027

DDB:me

-9340

STATE COPY

| | | | |
|---|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-273 + 274 | | | State<br>Oregon |
| PROJECT REPORT NUMBER | | | County<br>Jackson |
| MODIFICATION NUMBER<br>1 | | 8-23-84 | Project Number<br>F-M-000C(18) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 6, 1981,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| | 843,187.00 (010) | 880,000.00 (010) |
| Estimated total cost of project | $843,187.00 (W32) | $880,000.00 (W32) |
| | 743,522.00 (010) | 775,984.00 (010) |
| Federal funds | $743,522.00 (W32) | $775,984.00 (W32) |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for Manager, Program Section
*(Title)*

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony B
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1984

FEDERAL AID PROJECT NO. F-M-000C(18)

Medford Traffic Signal Project (Citywide)
Medford City Streets
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
Traffic Signal (Citywide)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Claim Settlement (P.A. #5) | $ -- | -- | $ -- | All Required | $55,715.50 |
| Admin. Cost for Claims (SFO #4) | -- | -- | -- | All Required | $10,000.00 |
| Linework by Phone Co. (E.W. 02) | -- | -- | -- | All Required | $ 5,000.00 |
| | | | | Subtotal | $70,715,50 |

| | |
|---|---|
| Increase | $ 70,715.50 |
| Subtotal from estimate of 9/22/81 | 1,499,000.00 |
| Subtotal | $1,569,715.50 |
| Engineering | 133,284.50 |
| Engineering (Signal Control Testing 95%) | 57,000.00 |
| Total | $1,760,000.00 |

Length of Project ------------------ 0.0 mi.

SUMMARY OF FUNDS

| Description | Appn Code | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|
| Traffic Signal | 010 | $ 880,000.00 | $ 775,984.00 | $ 104,016.00 | $ -- |
| Traffic Signal | W32 | 880,000.00 | 775,984.00 | 52,008.00 | 52,008.00 |
| Total | | $1,760,000.00 | $1,551,968.00 | $ 156,024.00 | $ 52,008.00 |

Group 1: 95%
Group 9: 5%
Contract No.: 9340
Prefix: 315-1953
Prefix: 315-1027

RHZ:me

9340 STATE COPY L.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10 -28+29 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>10-6-81 | STATE<br>Oregon<br>COUNTY<br>Jackson<br>PROJECT NO.<br>F-[illegible]-000C(18) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Citywide (Medford)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-15-81 | 0.00 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| 843,187.00 (010)<br>$ 843,187.00 (W32) | 743,522.00 (010)<br>$ 743,522.00 (W32) |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XXXy For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator OCT 6 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon September 22, 1981

Federal Aid Project
No. F-M-000C(18)

Medford Traffic Signal Project (Citywide)
Medford City Streets
Jackson County

## PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (Citywide)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 40,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 11,200.00 |
| Temporary Signs | 628 Sq. Ft. | 4.50 | 2,826.00 |
| Flagmen | 600 Hour | 20.00 | 12,000.00 |
| Sequential Arrow Signs | 1 Each | 3,400.00 | 3,400.00 |
| Diagnostic Kit | | All Required | 33,000.00 |
| Master Computer With Peripherals | | All Required | 385,000.00 |
| Traffic Signal Installation, Complete | | All Required | 1,011,574.00 |
| | | | $1,499,000.00 |

Anticipated Items

| | | |
|---|---|---|
| Railroad Protective Cost | All Required | $ 2,200.00 |
| | SUBTOTAL | $1,499,000.00 |
| | Engineering | 130,374.00 |
| Engineering (Signal Controller Testing)(95%) | | 57,000.00 |
| | | $1,686,374.00 |

Length of Project -------------------- 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Work by Railroad | All Required | $ 500.00 |
| On-the-job Trainees (1000 x $0.80) | All Required | 800.00 |
| Factory Master Computer Inspection | All Required | 1,500.00 |

SUMMARY OF FUNDS (88.18%)

| Description | | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|---|
| Primary | 010 | $ 843,187 | $ 743,522 | $ 99,665 | $ ----- |
| Urban | W32 | 843,187 | 743,522 | 49,832 | 49,833 |
| TOTAL | | $1,686,374 | $1,487,044 | $149,497 | $49,833 |

Group 1 95%; Group 9 5%
Contract No. 9340
Prefix 315-1953
Prefix 315-1027

Medford Traffic Signal Project (Citywide)
Medford City Streets
Jackson County

Nonparticipating
City Responsibility
Rogue Valley Mall Responsibility

| | | |
|---|---|---|
| Rogue Valley Mall | All Required | $64,000.00 |

| | |
|---|---|
| SUBTOTAL------------------------------------ | $64,000.00 |
| Engineering -------------------------------- | 3,000.00 |
| Engineering (Signal Controller Testing)(05%) | 5,000.00 |
| TOTAL | $72,000.00 |

9340
BI

cc: OSHD (L. W. RULIEN)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>JACKSON | DIVISION<br>OREGON |
| DATE OF REPORT<br>3/17/86 | REPORT MADE BY 3-17-86<br>W. N. BRYANT, AREA ENGINEER | | PROJECT NO.<br>F-M-000C(18) |
| COMPLETION DATE (Actual)<br>6/13/84 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>1-3-85 | TIME ELAPSED<br>203 % | CONTRACT TIME<br>400 C. D. |

LOCATION

VARIOUS LOCATIONS CITY WIDE (CITY OF MEDFORD)

RECEIVED
STATE HWY ENGR
MAR 19 86
REFER TO Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way. dg

3/21

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### MEDFORD TRAFFIC SIGNALS
### CITY STREETS

Work completed under this project consisted of the installation of Model 170 local controllers at 58 intersections, installation of master control equipment and commmunications, and other incidental work common to this type of project.

A contract in the amount of $1,563,000.00 was awarded Sims Electric, Medford, Oregon on 9/15/81. Work began on 10/7/81 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, at a final cost of $1,757,360.83 which includes $1,551,617.35 for original bid item work, $54,868.30 for work completed under approved price agreements, $4,375.75 for approved extra work, $6,810.31 for State Force work and $139,689.12 for construction engineering.

A total of 811 calendar days were used in completing the work as compared to the 400 calendar days allowed under the contract. The calendar day count was stopped on 2/22/84 when the specified 60 day Test Period began. A 64 calendar day time extension was approved on 4/19/84. An additional 347 calendar day time extension was approved by the State on 8/7/84 which eliminated all liquidated damages on this project.

All overruns and underruns have been satisfactory explained by the State. A copy of the explanation is attached to the Division office copy of this report.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification equirements.

NOTED
W. E. SCHWARTZ

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W. N. BRYANT W. N. Bryant Area Engineer | | SIGNATURE<br>GLENN K. HOSSNER Original signed by C. T. CHRISTIANSON | |
| TITLE<br>AREA ENGINEER | DATE<br>MAR 18 1986 | TITLE<br>FIELD OPERATIONS ENGINEER | DATE<br>MAR 18 1986 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9340

January 23, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9340

Gentlemen or Ladies:

On January 10, 1985, we wrote to you concerning release of final payment on Contract No. 9340 awarded to Sims Electric of Medford, Inc. for the Medford Traffic Signal Project in Jackson County.

Final payment on this contract is $1,500.00. The total contract amount is $1,610,861.40 including $4,375.73 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Sims Electric of Medford, Inc.
PO Box 907
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9340 1-15-85

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Linn County Electric Co.<br>Contract No. 9692 | Merlin-Galice Rd. @ Monument Dr.<br>Josephine County | 12/10/84 |
| Copeland Paving, Inc.<br>Contract No. 9612 | S. 7th St.-Parkdale Dr. (Grants Pass)<br>Josephine County | 12/11/84 |
| Stach Construction Co.<br>Contract No. 9481 | Hudson Slough Bridge<br>Douglas County | 12/14/84 |
| Wildish Corvallis Const. Co.<br>Contract No. 9362 | Wallace Br.-Willamina E.C.L.<br>Polk and Yamhill Counties | 12/14/84 |
| Riedel International, Inc.<br>Contract No. 9573 | SE 97th Ave.-SE 122nd Ave., Unit I<br>Clackamas County | 12/17/84 |
| Dirt & Aggregate Intch., Inc.<br>Contract No. 9864 | The Dalles-Calif. Hwy. Guardrail Proj.<br>Wasco County | 12/28/84 |
| Copeland Paving, Inc.<br>Contract No. 9783 | Wild Park Lane-Reeves Creek<br>Josephine County | 12/28/84 |
| Sims Electric of Medford, Inc.<br>Contract No. 9751 | Redwood Hwy. (6th & 7th Sts.) and "G" St. (Grants Pass)<br>Josephine County | 1/3/85 |
| Sims Electric of Medford, Inc.<br>Contract No. 9340 | Medford Traffic Signal<br>Jackson County | 1/4/85 |
| Klamath Pacific Corp.<br>Contract No. 9767 | District 11 Rock Production<br>Klamath, Lake and Harney Counties | 1/7/85 |
| Portable Rock Production Co., Inc.<br>Contract No. 9766 | District 14 Rock Production<br>Harney and Malheur Counties | 1/7/85 |
| Oakridge Sand and Gravel<br>Contract No. 9763 | District 13 Rock Production<br>Baker and Wallowa Counties | 1/7/85 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Lundeen Coating Corporation<br>Contract No. 9817 | Breitenbush River Bridge<br>Marion County | 1/11/85 |
| R. J. Taggard Const.<br>Contract No. 9815 | Santiam Jct. Rock Production<br>Linn and Marion Counties | 1/11/85 |

## EXPENDITURE RECAP

| | ABOVE PROJECTS | FY TO DATE |
|---|---|---|
| Original Authorization | $6,745,322.23 | $110,616,838.80 |
| Anticipated Costs | $6,905,933.82 | $113,200,146.91 |
| % Overrun (Underrun) | +1.02% | +1.02% |

January 15, 1985

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9340 I

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Medford Traffic Signals

WEEK ENDING: July 28, 1984

SECTION PREFIX: 315-1027

HIGHWAY: City Streets

COUNTY: Jackson

NAME OF JOB: Medford Traffic Signals

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Sims Electric of Medford

CONTRACT NUMBER: 9340

FEDERAL AID PROJECT NUMBER: F-M-000C(18)

DATE OF CONTRACT: September 15, 1981

DATE WORK STARTED: October 1, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 811

WORK DAYS USED:

CALENDAR DAYS USED: 811

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,883,750.00

EXCLUSIVE OF ENGINEERING: $ 1,703,350.00

ENGINEERING AUTHORIZATION: $ 130,400.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,610,192.23

ENGINEERING COST TO DATE: $ 132,999.38

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: -5 %

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: June 13, 1984

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | NA | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

CE F/W CAE RECEIVED LS TC
COE CM SA CC
CA JUL 30 1984 FE
CAM MA
CP CONSTRUCTION OCS
LEO SECTION FILE

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

At a Salem meeting on July 12, 1984, a price agreement was negociated. This PA grants a 347 day time extension and a claim settlement of 55,717.50.

Final paperwork is being prepared by the contractor and work has begun on the semi-final estimate.

SIGNED FOR MAUDE LOCATION MEDFORD

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9340

July 9, 1984

Sims Electric of Medford, Inc.
P. O. Box 1430
Medford, Oregon 97501

CON

Time Extension Request
Medford Traffic Signal Project
Contract No. 9340

Your request for an additional 411 calendar days of contract time in which to complete the above project has been very carefully reviewed. Although your request included a large volume of copies of correspondence, we are unable to ascertain how much additional time is being requested for what reasons or causes of actual delay in project completion and why these delays are "beyond the control of the contractor".

Lacking any such definitive data from you, we have reviewed all of the copies of correspondence submitted with your request. It appears that most, if not all, of the delay claimed is related to the acquisition, development and/or supplying of software for the project.

Your supplier contends that the State was obligated to furnish a software package for his use. The furnishing of the stated software was a contract requirement to be performed by the contractor, and therefore the state must reject this contention of your supplier.

We find no valid reason for adjustment of contract time and your request is therefore denied. The adjusted contract time for completion of this project remains as 464 calendar days and there remains 347 calendar days of liquidated damages under this contract.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager William Maude.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc C. O. Fredrickson
Jim Gix
William Maude

9340

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-M-000C(18)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-6-84

4. PROGRAM NO.

5. ITEM NO. 80024

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-25-84

8. FEDERAL ROUTE NUMBER Various FA & FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Medford Traffic Signal Project

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 6-26-84 this will confirm the date of 6-25-84 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal Aid Program Manual at a TEC of $10,000 - F.F. $8,818 (SFO #4).

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

Orig. to
7/12

RECEIVE
STATE HWY EN
JUL 11 '84
REFER TO
Potter
FOR

| Info | Inves | R/D | D/R | Sign | Act |
|---|---|---|---|---|---|
|  |  |  |  |  |  |

14. DATE 7-6-84

15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken

16. TITLE ~~for~~ Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7340

**STATE COPY**

SC
US Department of Transportation
Federal Highway Administration

**INSPECTION REPORT** cc: OSHD (Coulter)

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO
Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cy 6/26

*(Check appropriate box)*

6-13-84

☐ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Jackson | DIVISION<br>Oregon |

IN COMPANY WITH
Bill Quinn and Bill Maude: OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>6/13/84 | INSPECTION MADE BY<br>W. N. Bryant, Area Engr. W. N. Bryant Area Engineer | PROJECT NO.<br>F-M-000C(18) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>See Comments | TIME ELAPSED<br>203 % | WORK COMPLETED<br>100 % |

NOTED
W. E. SCHWARTZ

## MEDFORD TRAFFIC SIGNALS
## CITY STREETS

Work completed under this project consisted of the installation of Model 170 local controllers at 58 intersections, installation of master control equipment and communications, and other incidental work common to this type or project.

A contract in the amount of $1,563,000.00 was awarded Sims Electric, Medford, Oregon on 9-15-81. Work began on 10-7-81 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, at a final cost of $1,667,171.93 which includes $1,551,607.35 for original bid item work, $1,493.00 for work completed under approved price agreements, $5,150.00 for extra work, $74,021.58 for State force work, $139,000.00 for construction engineering and a credit of $104,100.00 for liquidated damages assessed.

A total of 811 calendar days were used in completing the work as compared to the 400 calendar days allowed under the contract. Liquidated damages in the amount of $104,100.00 were assessed accordingly

The calendar day count was stopped on 2-22-84 when the specified 60 day Test Period began. A 64 calendar day time extension was approved on 4-19-84. The contractor has requested some additional time which is currently under consideration by the State.

Form FHWA-1446A
(Rev. 2-84)
(Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with specification requirements.

A claim in the amount of $229,786.42 has been submitted and is currently under review by the State. The claim consists of seven categories as follows:

| | | |
|---|---|---|
| 1) | Req'd revisions to 097 program and cost of software rights | $108,300.00 |
| 2) | Repair of 60 control cabinets | 23,721.06 |
| 3) | Req'd corrections to data base | 24,589.45 |
| 4) | Interest | 39,931.91 |
| 5) | Back charges | 5,324.00 |
| 6) | Hiring additional technicians | 24,960.00 |
| 7) | Telephone Co. delays | 2,960.00 |
| | | $229,786.42 |

The State has offered to settle for approximately $10,000 plus all but 16.5 days of the 347 days for which liquidated damages were assessed. No reply has been received from the contractor to date. The contractor was given 10 days to accept or the offer would be with drawn.

The City of Medford has accepted the project and has taken over the operation of the system from the contractor and the State. Final acceptance of the contract work is recommended.

9340

F

April 19, 1984

CON

Sims Electric of Medford, Inc.
P.O. Box 1430
Medford, OR 97501

Time Extension Request
Medford Traffic Signal Project
Contract No. 9340
FAP No. F-M-000C(18)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 64 calendar days is granted due to the telephone circuit revision work performed under extra work.

The adjusted contract time of completion of this contract is 464 calendar days. Should you wish to review this matter further, or to submit additional data, please contact Project Manager William Maude.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBK:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
William Maude w/att.
FHWA w/att.
Bruce Walton

**STATE OF OREGON**
**HIGHWAY DIVISION- Region 3**

**INTEROFFICE MEMO**

**TO:** O. B. Jackmond
Contract Administration Engineer

**DATE:** March 15, 1984

**FROM:** J. X. Wilson
J. X. WILSON
Region Construction Engineer

**SUBJECT:** Time Extension Request
Medford Traffic Signals
Contract No. 9340

The attached time request is based on delay caused by telephone modification. Bill Maude can verify that it took from December 5, 1983 to January 23, 1984 for the telephone company to complete their work. The remainder of the time until Feb. 6 when Multisonics arrived on the project was their own scheduling problem.

I agree with Maude that we should grant 50 days (rather than 49) and deny the remainder.

jxw/cw
Attach.

cc Bill Maude

4 - 13 - 84

W. E. Schwartz -

The telephone circuit revision work was done under EWO #2 and required 50 C.D. to complete. It then took 14 C.D. for the contractor to coordinate the check out with his computer specialists and the phone company. This amount of time for "mobilization" seems reasonable considering the specialties involved. I therefore recommend a time extension of 64 C.D.

OBJackmond

RECEIVED
MAR 16 1984
CONSTRUCTION
SECTION

CE
CAE
FOE
QCS
SCS
REO

OM
CA
LS
TC
PE
CP

2-3-83

9340

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-M-000C(18)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80024

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/18/83

8. FEDERAL ROUTE NUMBER Various FA & FAU

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Medford Traffic Signal Project (Citywide)

11. GENERAL DESCRIPTION OF WORK
Furnish and install opticom discriminator cards

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/18/83 as requested in Mr. Keasey's letter of 1/28/83 as being in the public interest for use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,800 Federal Funds $2,469.

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO Sevan
FOR
Info Inves R/D D/R Sign Act File

Orig's 2/8

14. DATE 2/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Haesnes

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9340 (MEMORANDUM) 315-1953

| | | |
|---|---|---|
| FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | STATE VOUCHER NO. |
| **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED** | | FHWA VOUCHER NO. |
| APPROPRIATION 2-23-82 | | FHWA SCHEDULE NO. |
| THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*<br>Treasurer of the State of Oregon | | PAID BY<br>*(For use of Paying Office)* |
| ADDRESS<br>Capitol Bldg.<br>Salem, OR 97310 | | |

| | | | |
|---|---|---|---|
| STATE<br>Oregon | | VOUCHER TYPE *(Check Appropriate Block)*<br>☐ CURRENT BILLING | |
| VOUCHER PERIOD | FROM 10/26/77 | ☐ OTHER PROGRESS | FEDERAL AID PROJECT NO.<br>M-000C(5) |
| | TO 7/14/81 | ☒ FINAL VOUCHER (*) | |

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $111,369.81 | $55,684.91 | 85.80% | $47,777.65 | $47,777.65 | $ 0.00 |

| | | |
|---|---|---|
| RECEIVED DIVISION OFFICE<br>BY Oregon DATE | DIVISION OFFICE REVIEW MADE<br>BY DATE 2/23/82 | PASSED FOR PAYMENT<br>BY V.E. Skeeg, Controller DATE |

REMARKS

PE. MEDFORD TRAFFIC SIGNALS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Medford Traffic Signal Project<br>City Streets in Jackson County | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | Consultant (CH2M/Hill & Kuebell) | Lump Sum | | | $ 47,150.00 | |
| | State | All Required | | | 8,534.91 | |
| | Total Participating Preliminary Engineering | | | | $ 55,684.91 | |
| | Nonparticipating Cost | | | | | |
| | Consultant (CH2M/Hill Kuebell) | All Required | | | $ 47,150.00 | |
| | State | All Required | | | 8,534.90 | |
| | Total Nonparticipating Cost | | | | $ 55,684.90 | |
| | Total Project Cost | | | | $111,369.81 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/4/82. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

```
                                                                              MARCH 1982        PAGE  608
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE       TO DATE
                                                                                                    50.00
                                  315   1938     920     00 P 1                                  1,426.33
                                  315   1938     921     00 P 1                                    126.32
                                  315   1938     923     00 P 1                                      4.90
                                  315   1938     930     00 P 1                                      1.95
                                  315   1938     931     00 P 1                                    127.14
                                  315   1938     950     00 P 1                                 25,884.85
                                                 TOT     P1                                        180.41
                                                 TOT     N1
                                              ** JOB TOTALS **              **             **   26,065.26  **

                                                                                                          STATE
  MCANDREWS RD-SPRING ST MEDFRD CONT NO     * FA PROJ NOS M   471001 100      104.79CR          5,336.79CR
                                  315   1946     296     00 N 9                  104.79          5,336.79
                                  315   1946     298     00 N 9                                    194.72
                                  315   1946     901     00 P 1                                    143.69
                                  315   1946     905     00 P 1                                  4,961.93
                                  315   1946     911     00 P 1                                    138.38
                                  315   1946     914     00 P 1                                      4.34
                                  315   1946     915     00 N 1                                     47.60
                                  315   1946     920     00 P 1                                    582.15
                                  315   1946     921     00 P 1                                     30.96
                                  315   1946     922     00 P 1                                    120.61
                                  315   1946     923     00 P 1                                  6,220.04
                                                 TOT     P1                                          4.34
                                                 TOT     N1
                                              ** JOB TOTALS **              **             **    6,224.38  **

                                                                                                          STATE
  MEDFORD TRAF STG PROJ       CONT NO      * FA PROJ NOS M   00C005 100                          4,505.00
                                  315   1953     295     00 N 9 Tr. City                        52,282.65CR
                                  315   1953     296     00 N 9 " St 42,312.35     42,312.35    47,777.65
                                  315   1953     298     00 N 9 " Fck 42,312.35CR  42,312.35CR   2,272.00
                                  315   1953     901     00 P 1 Proj. Mgr.            302.12    47,150.00
                                  315   1953     904     00 P 1 Consult 47,150.00CR 47,452.12CR  47,150.00
                                  315   1953     904     00 N 9 "      47,150.00    47,150.00      367.39
                                  315   1953     905     00 P 1 Fin. Des.               1.50     3,359.74
                                  315   1953     911     00 P 1 Tr. Sec. 4,000.00CR  3,182.00CR   4,000.00
                                  315   1953     911     00 N 9 "  "   4,000.00      4,000.00       284.48
                                  315   1953     914     00 P 1 Req. Ut. Liais.                     234.38
                                  315   1953     920     00 P 1 Prog. Sec.             11.50     1,881.05
                                  315   1953     921     00 P 1 Specs  4,534.90CR   3,099.72CR    4,534.90
                                  315   1953     921     00 N 9 "      4,534.90     4,534.90        30.09
                                  315   1953     922     00 P 1 Adm. Serv.              10.51       105.78
                                  315   1953     923     00 P 1 Env. Sec.                         55,684.91
                                                 TOT     P1        55,684.90CR   53,408.21CR    55,684.90
                                                 TOT     N9        55,684.90     55,684.90     111,369.81  **
                                              ** JOB TOTALS **              **    2,276.69  **

                                                                                                          STATE
  MAIN ST-MTN AV, ASHLAND     CONT NO      * FA PROJ NOS M   920003 100                          9,025.00
                                  315   1956     295     00 N 9
```

FHWA BILLING VOUCHER

| PREFIX GRP FED AID PROJ<br>FL APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|
| 315-1938 1 M -3920-001<br>APPR-W32 | 22,209.20 | 26,065.26 | 25,884.85 | 85.80 | 22,209.20 | 22,209.20 | | |
| 315-1946 1# M -2471-001<br>APPR-W32 | 5,336.79 | 6,224.38 | 6,220.04 | 85.80 | 5,336.79 | 5,336.79 | | |
| 315-1953 1# M -000C-005<br>APPR-W32 | 90,090.00 | 55,684.91 | 55,684.91 | 85.80 | 47,777.65 | 47,777.65 | | |
| 9 | | 55,684.90 | | | | | | |
| 315-1953 PREFIX TOTALS | 90,090.00 | 111,369.81 | 55,684.91 | | 47,777.65 | 47,777.65 | | |
| 315-1956 1# M -3920-003<br>APPR-W32 | 38,936.55 | 45,613.76 | 45,380.60 | 85.80 | 38,936.55 | 38,936.55 | | |
| 315-1957 1 M -2421-001<br>APPR-W32 | 36,623.00 | 43,626.30 | 43,550.32 | 85.80 | 37,366.17 | 36,623.00 | 743.17 B | |
| 315-1961 1# SOS -1502-001<br>APPR-680 | 7,700.00 | 11,086.26 | 8,977.50 | 85.77 | 7,700.00 | 7,700.00 | | |
| 315-1963 1 M -2470-001<br>APPR-W32 | 11,450.00 | 260.38 | 260.38 | 85.77 | 223.33 | 223.33 | | |
| 315-1964 1 RRP -000S-015<br>APPR-139 | 1,800.00 | 105.90 | 105.90 | 90.00 | 95.31 | 95.31 | | |
| 315-1976 1 RRP -3875-001<br>APPR-139 | 1,800.00 | 65.00 | 65.00 | 90.00 | 58.50 | 58.50 | | |
| 315-1981 1 M -2420-001<br>APPR-W32 | 25,828.00 | 27,772.53 | 27,772.53 | 88.15 | 24,481.49 | 24,045.48 | | 436.01 |
| 315-1991 1 PMS -000S-107<br>APPR-140 | 15,110.00 | 1,064.19 | 1,064.19 | 100.00 | 1,064.19 | 1,064.19 | | |
| 317-1916 1 RROO-000S-013<br>APPR-686 | 675.00 | 273.63 | 273.63 | 90.00 | 246.27 | 246.27 | | |
| 317-1919 1 RRS -3685-001<br>APPR-138 | 450.00 | 65.29 | 65.29 | 90.00 | 58.76 | 58.76 | | |
| 317-1925 1 RRS -3625-001<br>APPR-138 | 1,800.00 | 261.59 | 261.59 | 90.00 | 235.43 | 235.43 | | |
| 317-1927 1 M -3650-001<br>APPR-W32 | 46,624.00 | 51,153.01 | 50,793.36 | 88.15 | 44,774.35 | 44,260.73 | | 513.62 |
| 318-1936 1 RRS -2221-002<br>APPR-138 | 2,340.00 | 2,537.31 | 2,537.31 | 90.00 | 2,283.58 | 2,283.58 | | |
| 318-1959 1 RRS -2250-001<br>APPR-138 | 1,800.00 | 65.20 | 65.20 | 90.00 | 58.68 | 58.68 | | |
| 318-1963 1 BROS-1801-001<br>APPR-117 | 11,280.00 | 10,876.93 | 10,876.93 | 80.00 | 8,701.54 | 8,701.54 | | |
| 320-1902 1 PMS -000S-106<br>APPR-140 | 5,200.00 | 3,014.89 | 3,014.89 | 100.00 | 3,014.89 | 3,014.89 | | |
| 320-1914 1 TOR -1007-002<br>APPR-780 | 140,000.00 | 17.75 | 17.75 | 100.00 | 17.75 | 17.75 | | |
| 320-1915 1 BROS-2003-003<br>APPR-117 | 12,000.00 | 18.64 | 18.64 | 80.00 | 14.91 | | | 14.91 |
| 320-1917 1 RRS -1075-001<br>APPR-138 | 675.00 | 975.13 | 975.13 | 90.00 | 877.62 | 675.00 | 202.62 B | |
| 320-1925 1# RRS -6420-001<br>APPR-138 | 71.76 | 79.73 | 79.73 | 90.00 | 71.76 | 71.76 | | |
| 320-1926 1 RRS -1265-001<br>APPR-138 | 450.00 | 69.17 | 69.17 | 90.00 | 62.25 | 62.25 | | |

340

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

DATE: February 22, 1982

FILES

Gary E. Zehner

Gary E. Zehner
Urban Area Coordinator

Medford Citywide Traffic Signal Project
F-M-000C(18)

Mr. Klaboe's letter of January 17, 1980 to Mayor Densmore of Medford refers to 50/50 cooperative financing of subject project.

Funding of construction has been set up using FAP and FAU funds equally. However, preliminary engineering was programmed with FAU funds only. State's 50% share of P.E. costs will be funded with State funds. The Final Voucher and Final Billing will show the 50/50 cooperative financing for all project costs.

GEZ:pf

cc: Jan Peterson, Accounting

9340

OREGON

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

TELEPHONE: (503) 776-7485

September 14, 1981

Mr. D. E. Swan
Operation Programming Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

Enclosed herewith is City of Medford check No. 011091 in the amount of $52,680. This is the City's advance deposit for the City-wide Traffic Signal System project as requested per your letter of August 28, 1981.

Also enclosed are two checks from Ernest W. Hahn, Inc., totalling $77,675.00 (check No. 166829 for $64,000 and check No. 167338 for $13,675.00). This is the Rogue Valley Mall portion of the signal computer project.

We anticipate that the Medford signal computer project will now be awarded to Sims Electric of Medford on schedule.

Thank you for your cooperation and service.

Very truly yours,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf
CC: L. E. George
Lew Powell
Bill Maude

Received
$52,680.00
13,675.00
64,000.00

9-15-81
Checks to Accting
Section. Notified
Steve MacNab.
G

9340

August 28, 1981

ACC

Mr. James Dixon
Rogue Valley Associates
464 Highland Drive
Medford, Oregon 97501

Dear Mr. Dixon:

On August 27, 1981 the Highway Division received a satisfactory bid from Sims Electric, Inc., 29 West Main, P.O. Box 1430, Medford, Oregon 97501 for the City Wide Traffic Signal Project in Medford. Your Company has agreed to pay for the portion of the project associated with development of the Rogue Valley Mall. We anticipate that cost to be:

| | |
|---|---|
| Contractor's Bid | $64,000.00 |
| Anticipated Additional Item:<br>Signal Controller Testing | 5,000.00 |
| SUBTOTAL | $69,000.00 |
| 4 1/2% Contingencies | 3,105.00 |
| 8% Engineering | 5,520.00 |
| ESTIMATED TOTAL COST | $77,675.00 |

We will award the contract when we receive your advance deposit of $77,675.00, which should be received no later than September 18, 1981.

Please submit your check or irrevocable letter of credit to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf

bcc w/AD # 939: Jack Ayres, Region 3 Federal Aid Engineer
V. E. Skoog - Please return completed AD # 939 when advance deposit is received.

GEZ. Rec'd chks 9-15-81

9340

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-15-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-M-000C(18)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Divison

4. PROGRAM NO.

5. ITEM NO.
80024

2A. COUNTY NAME
Jackson

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7/15/81

8. FEDERAL ROUTE NUMBER
Various FA & FAU

9. STATE ROUTE NUMBER
City Streets

10. GENERAL LOCATION:
Medford Traffic Signal Project

11. GENERAL DESCRIPTION OF WORK
Traffic Signal Installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Railroad Protective Service $2,200

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 13, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,639,000 Federal Funds $1,445,269.

A signed copy of the Title Sheet is returned herewith.

(The above authorization does not require obligation of funds)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Moehring
FOR

| Info | Immed | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

orig to

8/11

14. DATE
7/15/81

15. SIGNATURE OF APPROVING OFFICIAL
G.K. Hossm

16. TITLE
for DIVISON ADMINISTRATOR

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

| | |
|---|---|
| MEDFORD TRAFFIC SIG | |
| CITY | |
| JACKS | |
| FED. ROAD DIV. No. | STATE |
| 10 | OREGO |

STATE OF OREGON

# DEPARTMENT OF TRANSPORTATION

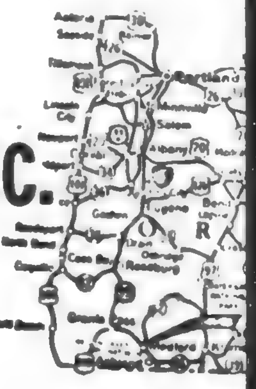
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

TRAFFIC SIGNAL INSTALLATIONS

# MEDFORD TRAFFIC SIGNAL PROJECT (CITY WIDE) SEC.

CITY STREETS
JACKSON COUNTY
AUGUST, 1981



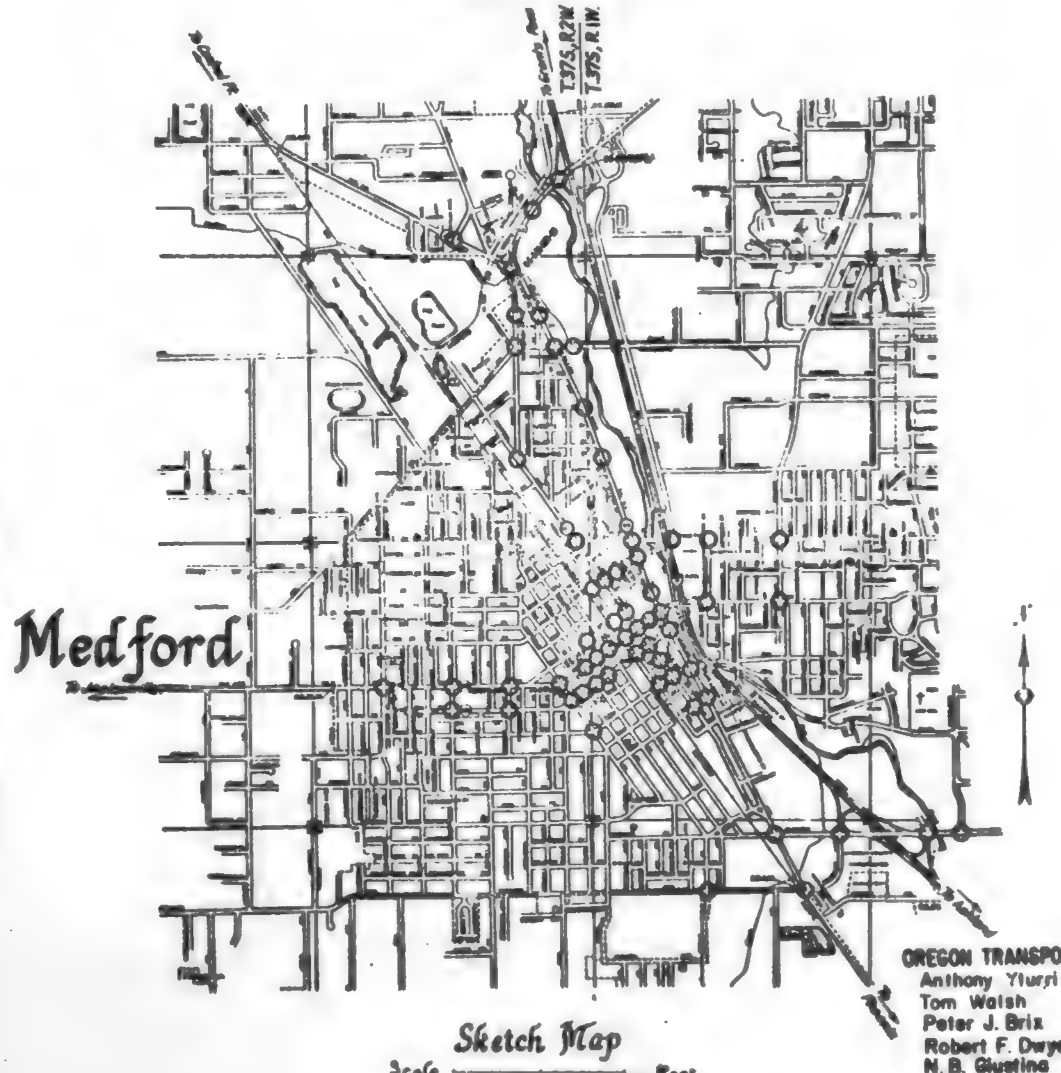
| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Sketch Map & Summary |
| 2 | Railroad Pre-Emption Matrix |
| | No Sheet 3 |
| 4 | Intersection Numbers 1 & 5 |
| 5 | Intersection Numbers 2,6 & 7 |
| 6 | Intersection Numbers 4,8,9,10 & 11 |
| 7 | Intersection Numbers 14,15,16,17 & 18 |
| 8 | Intersection Numbers 19 & 20 |
| 9 | Intersection Numbers 25,26,27 & 28 |
| 10 | Intersection Numbers 29,30,31 & 32 |
| 11 | Intersection Numbers 12,35,39 & 41 |
| 12 | Intersection Numbers 36,42 & 43 |
| 13 | Intersection Numbers 45,46,49 & 50 |
| 14 | Intersection Numbers 51,61,62 & 63 |
| 15 | Intersection Numbers 23,47,48 & 64 |
| 16 | Intersection Numbers 53,54,57 & 58 |
| 17 | Intersection Numbers 55,56,59 & 60 |
| 18 | Intersection Numbers 52,94,95 & 96 |
| 19 | Intersection Numbers 13,91,98 & 99 |
| 20,21 | Special Details |
| 22 | Street Network Display |
| 23 | Existing City Owned Hardwire Interconnect |

Drg. Nos.
1470-1473 Incl., 1488 } Traffic Signals
1489, 2990, 2991
9-1, 9-5, 9-6, 9-12, } Temporary Protection And Direction Of Traffic
2300

## S U M M A R Y

| ITEM | UNIT | QUANTITY |
|---|---|---|
| Mobilization | All | All |
| Temporary Protection And Direction Of Traffic | All | All |
| Temporary Signs | Sq. Ft. | 628 |
| Flagmen | Hour | 600 |
| Sequential Arrow Signs | Each | 1 |
| | | |
| | | |
| TRAFFIC SIGNALS | | |
| Diagnostic Kit | All | All |
| Master Computer With Peripherals | All | All |
| Rogue Valley Mall | All | All * |
| Traffic Signal Installation, Complete | All | All |
| | | |

*, Non-Participating



Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION
Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Peter J. Brix COMMISSIONER
Robert F. Dwyer COMMISSIONER
N. B. Giustina COMMISSIONER
Fred B. Klaboe DIRECTOR OF TRANSPORTATION

H. S. Coulter

E. S. Hunter

DEPT
FEDE
APPROVED
FIELD

15V-194

| Medford Traffic Signal Project (City Wide) Sec.<br>CITY STREETS<br>JACKSON COUNTY | | | | Sheet No.<br>1 |
|---|---|---|---|---|
| Fed. Road Div. No. | State | Project Number | Fiscal Year | Total Sheets |
| 10 | OREGON | F-M-000C(16 | | See Index |

| EETS |
|---|
| on |
| y |
| Matrix |
| |
| 1 & 5 |
| 2,6 & 7 |
| 4,8,9,10 & 11 |
| s 14,15,16,17 & 18 |
| s 19 & 20 |
| s 25,26,27 & 28 |
| s 29,30,31 & 32 |
| rs 12,35,39 & 41 |
| rs 36,42 & 43 |
| rs 45,46,49 & 50 |
| rs 51,61,62 & 63 |
| rs 23,47,48 & 64 |
| rs 53,54,57 & 58 |
| rs 55,56,59 & 60 |
| rs 52,94,95 & 96 |
| rs 13,91,98 & 99 |
| |
| ay |
| rdwire Interconnect |

Signals

ry Protection And
n Of Traffic

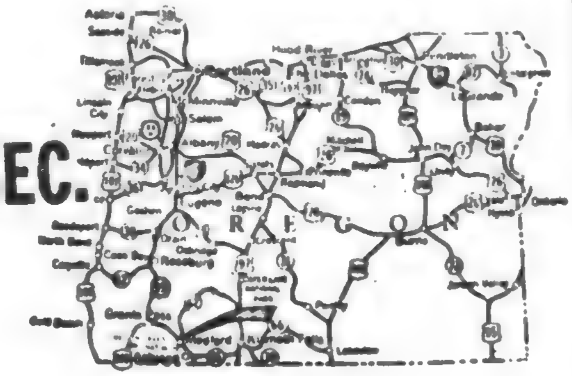
# STATE OF OREGON
# DEPARTMENT OF TRANSPORTATION
## STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

## TRAFFIC SIGNAL INSTALLATIONS

# MEDFORD TRAFFIC SIGNAL PROJECT (CITY WIDE) SEC.

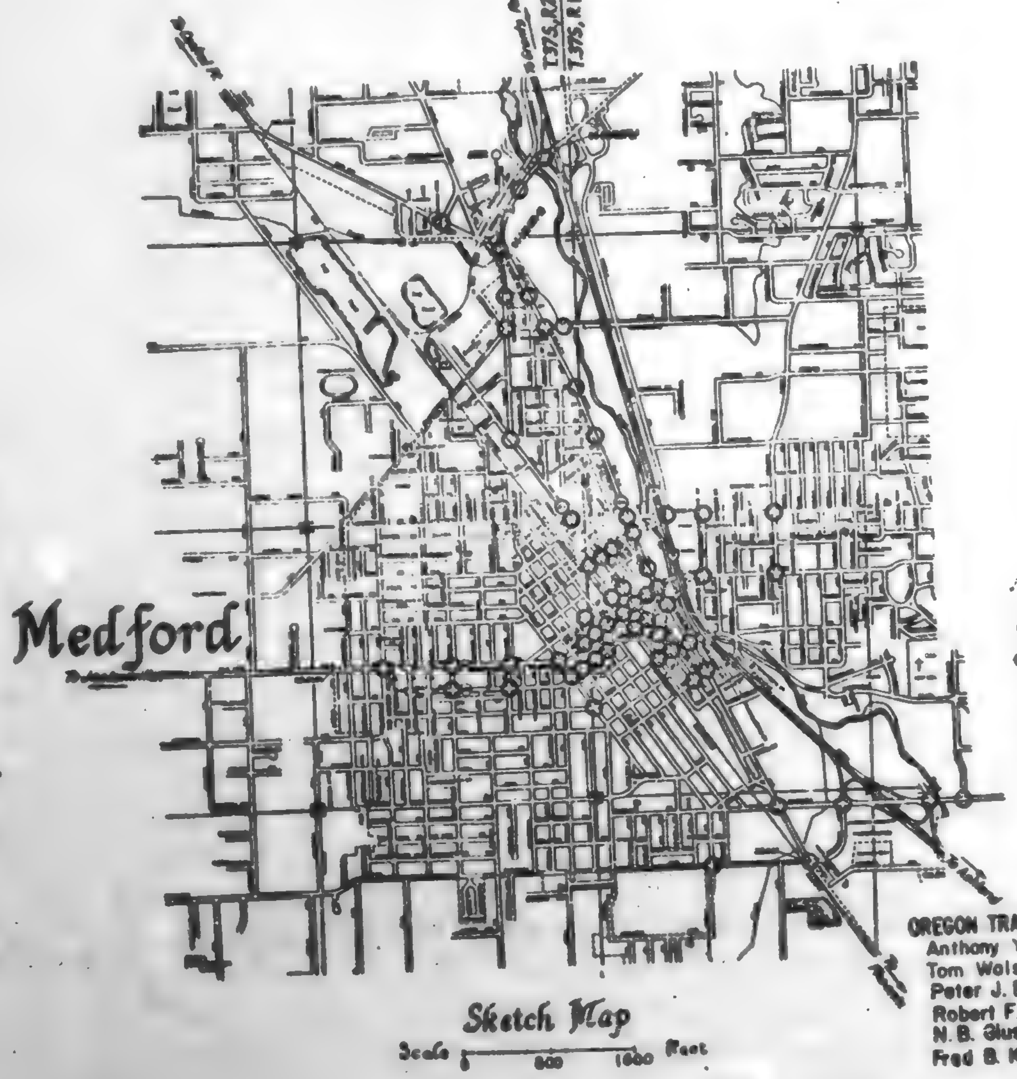
## CITY STREETS
## JACKSON COUNTY
## AUGUST, 1981



## MMARY

| TEM | UNIT | QUANTITY |
|---|---|---|
| | All | All |
| n And Direction Of Traffic | All | All |
| | Sq. Ft. | 628 |
| | Hour | 800 |
| Signs | Each | 1 |
| | | |
| | | |
| IC SIGNALS | | |
| | All | All |
| With Peripherals | All | All |
| l | All | All |
| stallation, Complete | All | All |
| | | |

ating



Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Peter J. Brix | COMMISSIONER |
| Robert F. Dwyer | COMMISSIONER |
| N. B. Giustina | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

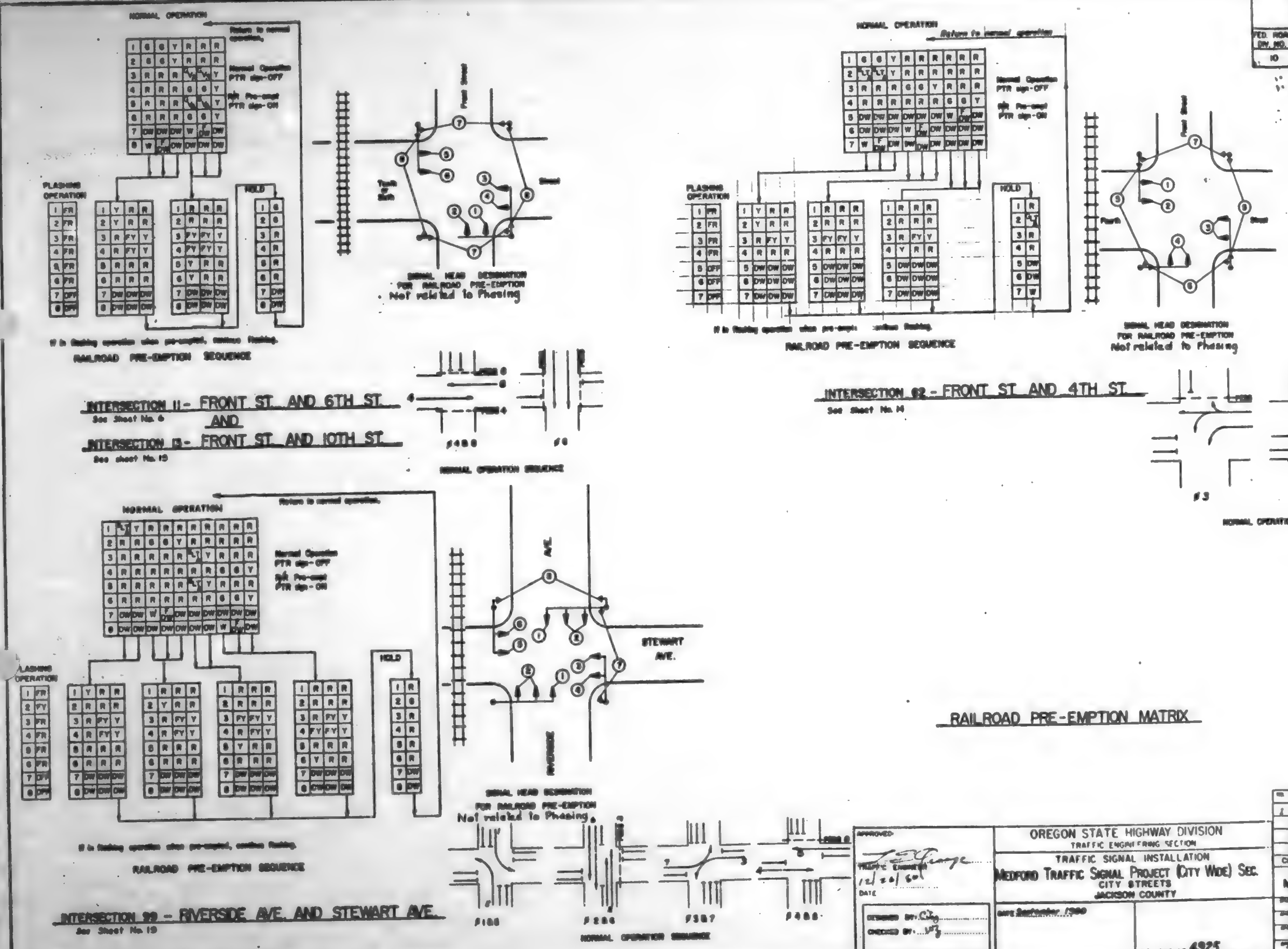
REGISTERED PROFESSIONAL ENGINEER
H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER
E. S. HUNTER

| | |
|---|---|
| H.S. Coulter | STATE HIGHWAY ENGINEER |
| E.S. Hunter | ASSISTANT STATE HIGHWAY ENGINEER |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: 7/15/81
FIELD OPERATIONS ENGINEER DATE

| MEDFORD TRAFFIC SIGNAL SYSTEM | | |
|---|---|---|
| FED. ROAD DIV. NO. | STATE | PROJECT NUMBER |
| 10 | OREGON | |


NORMAL OPERATION
Return to normal operation.
Normal Operation PTR sign-OFF
RR Pre-empt PTR sign-ON
FLASHING OPERATION
HOLD
If in flashing operation when pre-empted, continue flashing.
RAILROAD PRE-EMPTION SEQUENCE
SIGNAL HEAD DESIGNATION FOR RAILROAD PRE-EMPTION
Not related to Phasing
Front Street
Tenth or Sixth
Street
Fourth
RIVERSIDE
AVE.
STEWART AVE.
INTERSECTION 11 - FRONT ST. AND 6TH ST.
See Sheet No. 6
AND
INTERSECTION 13 - FRONT ST. AND 10TH ST.
See sheet No. 13
INTERSECTION 92 - FRONT ST. AND 4TH ST.
See Sheet No. 14
INTERSECTION 99 - RIVERSIDE AVE. AND STEWART AVE.
See Sheet No. 19
φ 4 & 8
φ 6
φ 3
φ 4
φ 1 & 5
φ 2 & 6
φ 3 & 7
φ 4 & 8
NORMAL OPERATION SEQUENCE
NO SCALE
N

## RAILROAD PRE-EMPTION MATRIX

APPROVED:
T. E. George
TRAFFIC ENGINEER
12/10/80
DATE

DESIGNED BY: City
CHECKED BY: VJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
MEDFORD TRAFFIC SIGNAL PROJECT (CITY WIDE) SEC.
CITY STREETS
JACKSON COUNTY

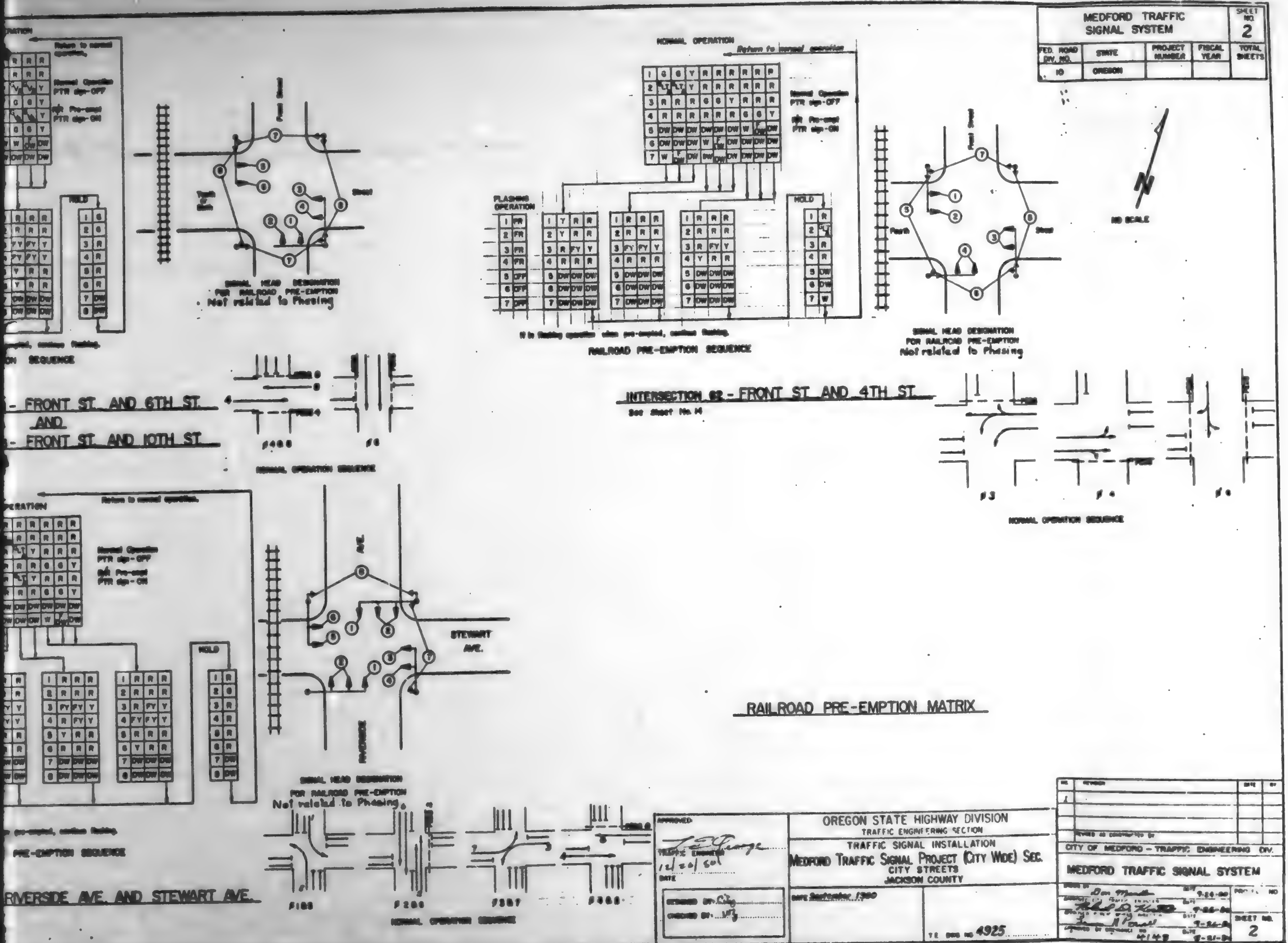
DATE September 1980

T.E. DWG. NO. 4925

| NO. | REVISION |
|---|---|
| 1 | |
| | |
| | |

REVISED AS CONSTRUCTED BY
CITY OF MEDFORD - TRAFF
MEDFORD TRAFFIC S

Don Mandle
Robert D. Knott
Loren N. Powell
APPROVED BY ORDINANCE NO. 4149


NORMAL OPERATION
Return to normal operation
Normal Operation PTR sign-OFF
RR Pre-empt PTR sign-ON
FLASHING OPERATION
HOLD
If in flashing operation when pre-empted, continue flashing.
RAILROAD PRE-EMPTION SEQUENCE
SIGNAL HEAD DESIGNATION FOR RAILROAD PRE-EMPTION
Not related to Phasing
Front Street
Fourth
Street
NO SCALE
N
NORMAL OPERATION SEQUENCE
#3
#4
#6
#4&8
STEWART AVE.
AVE.
RIVERSIDE
#1&5
#2&6
#3&7
#4&8
PRE-EMPTION SEQUENCE

NORMAL OPERATION

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| 1 | G | G | Y | R | R | R | R | R | R |
| 2 | LT | LT | Y | R | R | R | R | R | R |
| 3 | R | R | R | G | G | Y | R | R | R |
| 4 | R | R | R | R | R | R | G | G | Y |
| 5 | DW | DW | DW | DW | DW | DW | W | F DW | DW |
| 6 | DW | DW | DW | W | F DW | DW | DW | DW | DW |
| 7 | W | F DW | DW | DW | F DW | DW | DW | DW | DW |

FLASHING OPERATION

|  |  |
|---|---|
| 1 | FR |
| 2 | FR |
| 3 | FR |
| 4 | FR |
| 5 | OFF |
| 6 | OFF |
| 7 | DW |

|  |  |  |  |
|---|---|---|---|
| 1 | Y | R | R |
| 2 | Y | R | R |
| 3 | R | FY | Y |
| 4 | R | R | R |
| 5 | DW | DW | DW |
| 6 | DW | DW | DW |
| 7 | DW | DW | DW |

|  |  |  |  |
|---|---|---|---|
| 1 | R | R | R |
| 2 | R | R | R |
| 3 | FY | FY | Y |
| 4 | R | R | R |
| 5 | DW | DW | DW |
| 6 | DW | DW | DW |
| 7 | DW | DW | DW |

|  |  |  |  |
|---|---|---|---|
| 1 | R | R | R |
| 2 | R | R | R |
| 3 | R | FY | Y |
| 4 | Y | R | R |
| 5 | DW | DW | DW |
| 6 | DW | DW | DW |
| 7 | DW | DW | DW |

HOLD

|  |  |
|---|---|
| 1 | R |
| 2 | LT |
| 3 | R |
| 4 | R |
| 5 | DW |
| 6 | DW |
| 7 | W |

If in flashing operation when pre-empted, continue flashing.

RAILROAD PRE-EMPTION SEQUENCE

## INTERSECTION #2 - FRONT ST. AND 4TH ST.

See Sheet No. 14

## - FRONT ST. AND 6TH ST.
## AND
## - FRONT ST. AND 10TH ST.

## RIVERSIDE AVE. AND STEWART AVE.

## RAILROAD PRE-EMPTION MATRIX

MEDFORD TRAFFIC SIGNAL SYSTEM

| FED. ROAD DIV. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 10 | OREGON |  |  | 2 |  |

APPROVED:
L. E. George
TRAFFIC ENGINEER
12/20/80
DATE

DESIGNED BY: City
CHECKED BY: NFJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
MEDFORD TRAFFIC SIGNAL PROJECT (CITY WIDE) SEC.
CITY STREETS
JACKSON COUNTY

DATE September 1980

T.E. DWG NO. 4925

CITY OF MEDFORD - TRAFFIC ENGINEERING DIV.
MEDFORD TRAFFIC SIGNAL SYSTEM

Don Mauch 9-24-80
Robert D. Kautz 9-26-80
N. Powell 9-26-80
4148 9-21-80

SHEET NO. 2

9340

2

STATE OF OREGON

Highway - Traffic

**INTEROFFICE MEMO**

TRA 7-6

**TO:** MEMO TO FILE

**DATE:** March 25, 1981

**FROM:** L. E. George
Traffic Engineer

**SUBJECT:** Signal System
City of Medford

NOTED
H. S. COULTER

1054-N

This letter is to document a meeting held in this office Monday, March 23, 1981, to review what action was necessary to move the Medford computer system through the plans, specifications and estimate approval stage with the Federal Highway Administration and also to examine some concerns both this office and the Federal Highway Administration have involving the project.

Even though some minor technical questions remain between the State and the Federal Highway Administration, these items are easily resolvable. The major concern of both offices was that no other similar system is operational and that no operational software programming exists at the present time to make such a system operational.

A call to the Caltrans district office in Santa Barbara (where a similar system is under contract) confirmed our concerns. System software, primarily the communications software, is not yet operational and the contractor is experiencing difficulties in trying to place the equipment through a successful factory test.

A somewhat different system but also requiring communication software produced by Caltrans is experiencing start-up problems and delay in Eureka. A call to the Caltrans district office in Eureka confirmed this.

Based on the evident unavailability of critical system software, all present at the meeting agreed that the Medford project should be delayed with a review to be made on or before the end of May. This office will be in a weekly contact with Caltrans Santa Barbara office to monitor the progress of that project. When it is on line on the street and we are assured of successful operation, another request for Federal Highway Administration approval will be made. In the meantime, funding for the Medford computer signal system has been obligated by the Federal Highway Administration pending final approval of the plans, specifications and estimate.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ds

cc: H. S. Coulter
D. H. Moehring
Alfred Shirley, Jr.
William Maude
R. T. Judson
E. J. Valach
Elmer Leland
Robert Kortt

9340 Form FHWA 121 (1/80)

L

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

**Subject:** F-M-0000(18)
Medford Traffic Signal Project

**Date:** March 13, 1981

**From:** Acting Division Administrator

**Reply to Attn. of:** HPD-OR

**To:** Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
H. S. COULTER

1054-H

In response to the first item in Mr. George's February 27, 1981 letter, we have again been advised that no system involving communication software such as would be necessary in Medford is operational. For the reasons and concerns given in our February 12 memorandum, we do not believe the project can proceed until this issue is resolved.

Response to the other technical questions concerning this project will be by separate memorandum.

Robert B. Hathaway

RECEIVED
STATE HWY ENGR
16 '81
REFER TO
George

recheck this system.
ly 3.16.81

9340

2.

March 11, 1981

1054-A

Mr. E. J. Valach
Acting Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Valach:

Your letter of March 3 sets forth further comments on the Medford Traffic Signal Project (F-M.000C[18]). We are again referring these comments to our Traffic Engineering Unit for a direct reply to your office.

Sincerely,

H. S. Coulter
State Highway Engineer

WRZ:er lb

bc L. E. George
D. H. Moehring
Alfred Shirley, Jr.

Form FHWA 121 (6/79)

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

**Subject:** Oregon Project F-M-000C(18)
Medford Traffic Signal Project

**Date:** March 3, 1981

**From:** Acting Division Administrator

**Reply to Attn. of:** HFO.3-OR

**To:** Mr. H. S. Coulter, State Highway Engineer, ODOT

In addition to the comments contained in our February 12, 1981 memorandum, the following comments are being submitted for your use in revising the contract documents for the subject project. In making these additional comments, our references are directed to the revised specifications sent to our office on February 10, 1981.

661.03 Equipment List and Drawings

Reference is made to "the central computer system" on page 27. Then in the second paragraph on page 28, reference is made to "the master controller". The terminology used in these two paragraphs is indication of two different systems. This should be clarified throughout the specifications. Also, if a central computer is intended, what is the intent of the maintenance manuals? Normally a city such as Medford does not have the expertise to maintain a "computer" for a traffic signal system, and must contract out such maintenance.

661.11(a) Cable and Wire

The last paragraph indicates the cable shall have a chrome vinyl outer jacket. We question the use of a chrome vinyl outer jacket, rather than the use of a black vinyl outer jacket for outside use. The thickness of the outer jacket should also be checked for adequacy.

661.36(b) Telephone Interconnect Wire

The second paragraph expresses that 12 pair will be used for bidding purposes. Twelve pair is standard. The price adjustment, if one is to be made, should be more specific, and relate only to the cable and not to installation cost.

661.48(a-6a) Operation Check-out Test

Under #6, Local controllers with Model 410 Diagnostic Prom Module, a question is raised regarding this particular prom module, and its ability to be used with any local controller.

NOTED
W.R.Z[illegible]ES

RECEIVED
1981

REFER TO
FOR
File
Act
Sign
Info

### 661.50 Guarantee

Reference is made to FHPM 6-8-3-4, 8c and FHPM 6-4-1-16, 8b (1)&(2). Any contractor related mechanical and electrical work guarantee is limited to 6 months. It should be clarified if the 12 months guarantee was intended only for the equipment.

### 661.52 Traffic Control Program

On page 41, third paragraph, there should be a definitive statement here as to what the Traffic Prom Module is expected to contain to allow the controller unit to be completely programmed and ready for operation.

### 661.52(a) Local Intersection Program
### 2. Railroad Pre-emption

The MUTCD utilizes a steady yellow, not a flashing yellow for a signal clearance interval.

### 661.55(a) General

On page 46 reference is made to a colorgraphic CRT. This takes "heavy" software compared to black and white, with commensurate cost. The color should be determined to be necessary for effective operation.

### 661.55(b-1) Master Intersection Control Capabilities
### (e) Intersection Timing

We question the ability of the operator to do a through m under present programming capability.

### 661.55(b-7) Coordination Capabilities
### 3. Platoon Coordination

On page 67, we question this capability. We understand the "TRAC" system can do this, but it is also our understanding that "TRAC" does not handle the Model 170.

PS&E approval for this project will be withheld until these and previously identified problems are satisfactorily resolved.

E J Valach

E. J. Valach

cc:
OSHD (L E George, Tr)
FHWA Reg 10 (E Leland, HTO-010)

9340

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1981

RECEIVED
STATE HWY ENGR
MAR 13 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

R

In Reply Refer to File No.:
TRA-7

Mr. E. J. Valach
Acting Division Administrator
Federal Highway Administration
Equitable Center
Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Valach:

Your letter of March 3, 1981, to Mr. H. S. Coulter concerning the Medford Traffic Signal Project F-M-000C(18) has been referred to this office for answer. The various comments contained in your letter concerning the project will be discussed in order:

661.03 Equipment List and Drawings

The various references to "central computer" and "master controller," we agree, could lead to some confusion and we will change all references to "master computer."

The need for maintenance manuals is for the identification of replacement parts if it becomes necessary. Most new techniques in electronic equipment construction includes modular replacement and diagnostic routines that make replacement of parts fairly simple. There is also the possibility, because of rapid growth, that the City of Medford will have the capability in the future of providing their own maintenance. The State, under their agreement with the City, shares 50/50 in the cost of the master computer maintenance.

661.11(a) Cable and Wire

The cable referred to is used only for loop detector feeder wires (home runs) and as such is not exposed to outside sunlight. The cables are carried in either a closed-conduit system or are epoxied into pavement saw cuts. The State uses this cable as a standard for loop installations and has had no failures attributed to either the type of insulation or thickness of the insulation.

Form 734-3122

### 661.36(b) Telephone Interconnect Wire

The article will be revised to indicate that the price adjustment will be for the cable only.

### 661.48(a-6a) Operation Check-out Test

All local controllers called for on this project are Model 170's and will be furnished by one manufacturer. The Model 410 diagnostic Prom would be capable for use in all locals. The diagnostic module tests all inputs, outputs, logic functions, memory, down-time accumulator, real-time clock, keyboard and display functions, re-start orientation timer, hardware interrupt functions, communication channel and modems.

We will include this definition in the specifications and will also limit the number of modules to sixteen which is the number of controllers we can handle in our test chambers.

### 661.50 Guarantee

It is not clear why the guarantee is questioned. The article states: " ... computer system equipment for a period of 12 months ...".

Please inform us if further clarification is necessary.

### 661.52 Traffic Control Program

We will include an additional sentence in this paragraph to define the Prom program as: "containing the local intersection program and communication program necessary to operate the Model 170 controllers as specified."

### 661.52(a) Local Intersection Program
### 2. Railroad Pre-emption

We believe your letter is in error in stating that the Manual of Uniform Traffic Control Devices utilizes a steady yellow for a signal track clearance interval. Your reference should have been to the Manual's steady green arrow. The premium sentence in the advisory Manual of Uniform Traffic Control Devices, under Article 8C-6, page 8C-8, second paragraph, states: "The pre-emption sequence initiated when the train first enters the approach circuit, shall at once bring into effect a highway signal display which will permit traffic to clear the tracks before the train reaches the crossing." The State of Oregon uses the flashing yellow as a standard on all railroad interconnected signals to clear the crossing leg. This has been proven to be both safe and efficient. The green clearance shown on page 8C-9 is labeled "typical" and is not, in our opinion, mandatory.

## 661.55(a) General

Probably the use of colorgraphics is most important as a public relations tool. It is also a means of providing the operator with an added level of comfort by reduction of eyestrain and fatigue. The contrasting colors should also prove useful in the separation of the various signal operations that could result in less operator errors in timing revisions.

## 661.55(b-1) Master Intersection Control Capabilities
## (e) Intersection Timing

Your comments are correct. The model 170 is much more versatile than the NEMA controller. The list of operators settable from the master should read as follows:

(a) Red rest
(b) Simultaneous gap-out
(c) Maximum extension
(d) Guaranteed passage time
(e) Dual entry
(f) Recall - max, min, ped
(g) Maximum green
(h) Walk
(i) Preset extension time
(j) Maximum gap
(k) Gap reduction step size
(l) Minimum gap
(m) Gap every
(n) Red lock
(o) Yellow lock

"The master computer shall not be able to reduce minimum times of clearance intervals (flashing don't walk, yellow, all red) and the minimum green, below the front panel settings of the local controller."

The above is a part of the software currently available from at least one manufacturer.

## 661.55(b-7) Coordination Capabilities
## 3. Platoon Coordination

The platoon recognition coordination program is not an exclusive of "TRAC." It has been used with both NEMA and Model 170 controllers and is also an optional program from at least one manufacturer of dedicated traffic-orientated computers. The real problem seen here is the ability of the local software program to sustain all the features specified and still enable the use of the platoon program without extensive rearranging of standard software. Based on this and the need to retain existing software, we will eliminate this program from the specifications.

We hope that the above adequately answers your comments and that the project P.S. & E. may be approved. If further comments are in order, please direct them to this office.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

bc: H. S. Coulter ✓
R. Kortt
R. T. Judson
W. H. Maude

9340

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

February 27, 1981

RECEIVED
STATE HWY ENGR
MAR 4'81
REFER TO
FOR
Info Inves B/D D/R Sign Act File

In Reply Refer to File No.: TRA 7-6

Mr. E. J. Valach
Acting Division Administrator
Federal Highway Administration
Equitable Center - Suite 100
530 Center Street, NE
Salem, OR 97301

Dear Mr. Valach:

Your letter of February 12, 1981, to Mr. H. S. Coulter (Ref. HFO-3-OR), concerning the Medford Traffic Signal Project, was referred to this office for comment. The various questions raised by your letter will be answered in order:

1. We are dependent upon outside sources to supply the communications software for the Medford project. We have the assurance of at least one manufacturer that communication software production and supply, such as proposed for Medford, has been developed and is operational.

2. We felt that a standby computer was necessary to continue a modified traffic-adjusted system operation in case of a main frame failure or improper operator instructions. Although the reliability of the new generation computers appears to be much greater than previous masters, we would still like to have participation considered for the sub-master standby unit.

3. The requirement for one computer hardware and software manufacturer was in error and will be eliminated from the contract.

4. As the State's legal liability exposure continues to increase, it becomes most important that all possible operational information from signalized intersections be recorded for legal references. We feel, also, that the amount of feedback we desire will be a valuable tool, enabling the Traffic Engineer to analyze the measure of effectiveness of the proposed system.

Form 734-3122

We trust that this answers your letter adequately. If further information is desired, please call this office.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

cc: H. S. Coulter ✓
R. Kortt
R. T. Judson
W. H. Maude

9340

L

TRA 7-6

February 26, 1981

Mr. E. J. Valach
Acting Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Valach:

Your letter of February 12, 1981, expressing various concerns regarding the Medford Traffic Signal Project, F-M-0000(18), has been referred to our Traffic Section for review.

They are presently studying your concerns and will reply directly to your office.

Sincerely,

H. S. Coulter
State Highway Engineer

WRZ:er lb

bc D. H. Moehring
L. E. George
Alfred Shirley, Jr.

Form FHWA 121 (1/80)

**GENERAL FILES** Tra 1-6-1
Medford

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

**NOTED**
**H. S. COULTER**

# memorandum

Subject: Oregon Project F-M-0000(18)
Medford Traffic Signal Project

Date: February 12, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

1054-H

We are seriously concerned that the communications software involving the model 170 in a system such as proposed for Medford is not operational at this time. The implications of delay and contract difficulties that could result are major issues for all public agencies involved. We urge an early discussion to address this concern. In the meantime we are not in a position to approve the PS&E documents.

The following comments concern other items in the submitted PS&E. Our review is continuing and there may be other comments forthcoming.

661.48 Traffic Signal Controller Testing Procedure

There is reference here to a standby computer. The standby computer is also referred to throughout the specifications. This is a non-participating item.

661.55(a) General

A statement is made that the central computer, all master communication devices, and system software shall all be supplied by the same manufacturer. This is not realistic, and may lead to proprietary equipment purchase, in which we do not concur unless adequately justified. This statement should be reworded to allow equipment from various manufacturers to be considered.

661.55(b-2) System Control Capabilities

Under minimum system capabilities it indicates
Detector feedback = 8 sampling, 8 vehicle, and 8 pedestrian per intersection.

Also, intersection status feedback, 8 phases with pedestrian and 4 overlaps.

This amount of information feedback must be justified and supported.

E J Valach
E. J. Valach

2/17
vy

FEB 13 '81

REFER TO
George

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

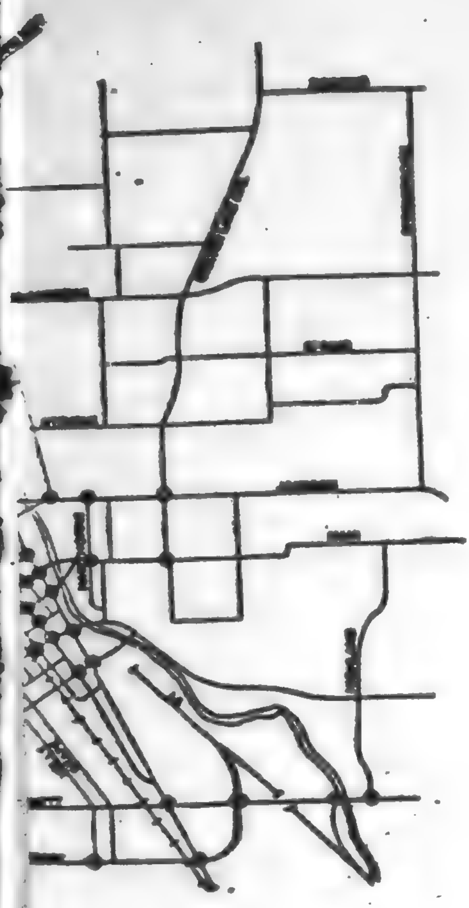
cc:
OSHD (L E George, Tr)
FHWA Reg 10 (E Leland, HTO-010)

9340

2-17-81

| MEDFORD TRAFFIC SIGNAL SYSTEM | | | | SHEET NO. 1 |
|---|---|---|---|---|
| FED. ROAD DIV. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See [illegible] |

OF OREGON
# TRANSPORTATION
HWAY DIVISION
ROPOSED PROJECT
# YSTEM INSTALLATION
# MEDFORD
## N COUNTY
BER, 1980



ATION MAP

Robert D.
CITY APPROVAL
2/17/81
DATE

PRELIMINARY COPY
JAN 13 1981
SUBJECT TO MUTUAL REVIEW

H.S. COULTER — STATE HIGHWAY ENGINEER
E.S. HUNTER — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| ANTHONY YTURRI | CHAIRMAN |
| TOM WALSH | VICE-CHAIRMAN |
| GORDON COLEMAN | COMMISSIONER |
| PETER J. BRIX | COMMISSIONER |
| MICHAEL P. HOLLERN | COMMISSIONER |
| FRED B. KLABOE | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER    DATE

Oregon Department of Transportation
HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

9340

| YOUR ORDER NUMBER | BILLING REQ. NUMBER | AGE | CURRENT DOCUMENT NUMBER |
|---|---|---|---|
| | | 02 | 146646 |
| | | DATE | VENDOR NUMBER |
| | | 020888 | 000032761900 |

City of Medford
City Hall
Medford, OR 97501

**SEND REMITTANCE TO:**
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 617 | C09340 000 | L04 | 8066 | | | 844010 | 01 | $1,269.48 |

↑ FOLD

| PROG | APP SYM | FUND CODE | FUND DETAIL | FUND SOURCE |
|---|---|---|---|---|
| | | | | |

↑ FOLD

| DESCRIPTION: | TOTAL PRICE |
|---|---|
| Final settlement on M-000C (5) and F-M-000C (18) Citywide Traffic Signal Project, Agreement No: 6350. | |

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $1,269.48

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner (INVOICE PREPARER) PH. 378-6011

734-1150 (11-86)

9340

February 17, 1981

Rogue Valley Associates
434 Highland Drive
Medford, OR 97501

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 2457

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement covering the Medford Traffic Signal Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:bak

Attachment

bc: Don Harwell (agree. att.)

9340

2-12-81

| | |
|---|---|
| U. S. DEPARTMENT OF TRANSPORT ON - FEDERAL HIGHWAY ADMINISTRATION<br>**LETTER OF APPROVAL AND/OR AUTHORIZATION** | DERAL AID PROJECT NO.<br>F-M-000C(18)<br>STATE PROJECT NO.<br>See below |
| FROM:<br>E.J. Valach, Acting Division Admin<br>FHWA - Oregon Division | PROGRAM NO.<br><br>ITEM NO.<br>80024 |
| COUNTY NAME<br>Jackson | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to: 2-19-81

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO [illegible]
FOR
Info | Invest | | | | Act | File

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>2/12/81 | FEDERAL ROUTE NUMBER<br>Various FA & FAU<br>STATE ROUTE NUMBER<br>City Streets |

GENERAL LOCATION:

Medford Traffic Signal Project

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/12/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,639,000 Federal Funds $1,445,269.

| | | |
|---|---|---|
| DATE<br>2/12/81 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. [illegible] | TITLE<br>for Acting Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973-031-888

9340

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 12, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 80024
Project No. F-M-000C(18)
Medford Traffic Signal Project
Jackson County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost with obligation in Federal funds as set forth in the PS&E estimate of January 23, 1981.

A repeat of the "Summary of Funds" follows:

| Description | TEC | FF | % |
|---|---|---|---|
| Primary 010 | $ 819,500.00 | $ 722,635.00 | 88.18 |
| Urban W32 | 819,500.00 | 722,635.00 | 88.18 |
| | $1,639,000.00 | $1,445,269.00 | |

JLG:bkc

cc: Gary Zehner
Lou Olson
General Files

Form 734-3122

9340

STATE OF OREGON

TRA 7

**INTEROFFICE MEMO**

TO: D. E. Swan Attn: M. C. Holmes
Operation Programming Engineer

DATE: January 14, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Contract Payment Item
Medford Traffic Signal Project
Rogue Valley Mall
Medford (Jackson County)

As a part of the proposed contract, several traffic controllers (Model 170) will be installed at intersections that are ultimately to be entrances to the proposed mall, or at intersections that will require revision because of the mall-generated traffic. This will involve purchase and installation of four Model 170 controllers and cabinets, and installation only of two Model 170 controllers, and associated work.

To ensure the integrity of the complex city-wide system, all of the controllers should be from the same source. As a consequence, the developer should pay for the controllers made necessary by his development, and being a part of the system.

Will you, therefore, prepare an agreement between the State, City of Medford, and Rogue Valley Associates, a joint venture, at 454 Highland Drive, Medford; and 200 Continental Boulevard, El Segundo, CA 90245, attention Richard Moewe; wherein Rogue Valley Associates will be 100% responsible for payment of bid item "Rogue Valley Mall" of the Medford Traffic Signal Project (City-Wide) Section contract. This is now scheduled for February, 1981 letting.

The sum required for this bid item should be available when requested subsequent to bid opening.

If further information or explanation is needed, please contact Bruce Taylor of this office.

LE George

L. E. George
Traffic Engineer

BET:er

cc: Alfred Shirley, Jr.
Robert Kortt

Contains
Recycled
Materials
81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

9340

Medford

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: December 30, 1980

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 29, 1981

Federal-aid Project No. FM-000C(18) Highway No. 715 - City

Federal-aid Project Name Medford Traffic Signal Project (City Wide)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[x] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Versteeg
Anderson
J Christensen ✓
Olson
Z Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 30 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up /
Action

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Contains Recycled Materials

9340

**STATE OF OREGON**

Highway - Traffic

**INTEROFFICE MEMO**

TRA 7-6

TO: H. S. Coulter
State Highway Engineer

DATE: December 23, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Project
Medford City Wide

NOTED
H. S. COULTER

The subject project is presently scheduled for the January 29, 1981 bid opening. The Traffic Section has completed its work and is ready to proceed to contract, however, the cost is considerably higher than when the State committed itself to pay one-half the total cost of the project plus one-half the FAUS match.

At the time of commitment, the estimated project cost was $950,000. At the present time, this is now estimated at $1,688,000. This is mostly due to inflation and additions to the project. The State's share for the original estimate was $502,000. The State's share is now estimated at $901,000 or $499,000 more than expected.

In light of the Department's budgetary problems, we are requesting your guidance on whether to proceed to contract on this project.

Let's proceed.—
If city backs down it would be their decision.—
HSC

L. E. George
Traffic Engineer

LEG:ds

12-24-80
cy George
Moehring
Shirley

cc: D. H. Moehring
Alfred Shirley, Jr.

RECEIVED
STATE HWY ENGR
DEC 23'80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Is on the Schedule
for Jan 29 '81

Scott - this won't
be change letter. City
is committed with council
we advanced [illegible]
L

9340

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

HIGHWAY NO. 715
PREFIX 315-1953

11-14-80

Attention: Right-of-Way Section

Subject: Federal Aid Project No. F-M-000C(18)
Project Name Medford Traffic Signal Project (City-wide)
City Streets [✓ FAUS]

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 14th day of November 1980

County of Jackson

Al Densmore
Al Densmore, Mayor

Emily H. Kirkham
Emily Kirkham, City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date 12/19/80

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

G

9340

MEDFORD – 8:00    10-24-80

Met with Bob Korth, Lew Powell, Don Walker, Jack Ayres, and Don Horwell.

The Citywide signal project is Areas' highest priority and Jackson St. project should be held until bids are opened on it.

City has an agreement to sign on 10th at Columbus which is covered by Citywide signal agreement, they will return it unsigned.

City was anxious to review preliminary plans, Zirbes (11-4) says that plans could be ready next week and Job has been rescheduled for Jan 81 bid letting.

City has an ordinance that requires 7' sidewalks, if they reduced the width to 5' to allow for on street bikeway, they would need Council action. Current traffic ([illegible] bicycle) on Stewart Ave. project is 20 bikes/hr. Is their a guideline for minimum bike traffic for on street bike lane?

Gary E Zehner

9340

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 15, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Revised Project Data Submission
Item No. 80024
Project No. F-M-000C(18)
Medford Traffic Signal Project
Jackson County

Attached support data consists of Revised PR-1 forms joint funding this project.

It is the Oregon State Highway Division's present intention to receive bids for the project on November 20, 1980.

DRH:bke
Attachments

cc: Alfred Shirley (Region 3)
Gen. Files
G. Zehner w/att.

Bid Schedule
Jan 29, 1981
G

Budget Bureau No. 41-R2067
U.S.

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

Revised October 15, 1980
October 09, 1980

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21<br>Citywide | ADT | PRESENT<br>N/A | FUTURE<br>N/A | YEAR<br>N/A | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28<br>Traffic Signals | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>F-M- | NUMBER<br>000C |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Consolidated Primary & Urban System | COUNTY NAME<br>Jackson | | | |
| | NAME OF URBAN AREA 17-31<br>Medford | ROUTE NO. P&U | FEDERAL-AID<br>Various | STATE<br>City St. | U.S.<br>--- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | | | | | | | |
| 5 | | | | | ROW | | | | | | | | |
| 5 | | | | | CONST (CODE) Y031 | | "Medford Traffic Signal Project." | F- | | 700,000 | 617,050 | 82,950 | |
| | | | | | | | | M- | 0.0 | 700,000 | 617,050 | 41,475 | 41,475 (City |
| | | | | | | | PROJECT TOTALS | | 0.0 | 1,400,000 | 1,234,100 | 124,425 | 41,475 (City |
| | | | | | | | | | | (16) (23) | (24) (33) | | |

| | | |
|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY DRH |
| 1 2 | 14 | PROGRAM APPROVAL DATES<br>10-01-80 |

REMARKS
Additional Data: Item No. 800
M-000C(5).

315-1953

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

Revised October 15, 1980
October 09, 1980

## FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| Citywide |  | N/A | N/A | N/A | 10 | Oregon | 41 | 010<br>W32 | 80024 |

|  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
| 5 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR |
|  |  | ▨ | ▨ | ▨ | ▨ |  |  |

PROJECT NUMBER

| PREFIX LETTER (S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|
| F-M- | 000C | (18) |  |  |

onsolidated Primary & Urban System

Medford

COUNTY NAME: Jackson CODE 029

ROUTE NO. P&U — FEDERAL-AID: Various — STATE: City St. — U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

|  | STEP | TERMINI (Full description) |  | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|---|
| 46 | 53 |  |  | (54) (58) | (59) (66) | (67) (76) |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| T |  | "Medford Traffic Signal Project." | F- |  | 700,000 | 617,050 | 82,950 |  |  |
|  |  |  | M- | 0.0 | 700,000 | 617,050 | 41,475 | 41,475 (City) |  |
| DRH |  | PROJECT TOTALS |  | 0.0 | 1,400,000 | 1,234,100 | 124,425 | 41,475 (City) |  |
|  |  |  |  |  | (18) (23) | (24) (33) |  |  |  |

DATES

10-01-80

REMARKS
Additional Data: Item No. 80024, Project No. M-000C(5).

-over-

USCOMM DUSCOMM-DC 48908-P61

Medford Traffic Signal Project
Project No. F-M-000C(18)

Remarks continued:

Project Data: Work consists of installing a computerized control system involving both software and hardware for a complete upgrading of controller equipment, upgrading existing traffic signals and new traffic signal installations where directed, which involves 60 intersections and incidental work common to this type of project.

Accomodation of Utilities: A State-City agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed 9-5-80.

Maintenance: A State-City agreement to comply with Section 116, Title 23 U.S.C. was executed 9-5-80.

Note: 1) This project is in Congressional District No. 4.
2) Included in FY '81 6 Yr. HIP Index L301, page 28 and also included in SOCL September 1980 page 5, No. 7.

40

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 9, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80024
Project No. M-000C(18)
Medford Traffic Signal Project
Jackson County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on November 20, 1980.

DRH:bke
Attachments

cc: Alfred Shirley (Region 3)
Gen. Files
G. Zehner w/att.

Form 734-3122

9340

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

9-25-80

**FEDERAL AID PROJECT NO.** [illegible]-000C(5)

**STATE PROJECT NO.** See below

**FROM:**
G. L. Green, Division Administrator
FHWA - Oregon Division

**PROGRAM NO.**

**ITEM NO.** 80024

**COUNTY NAME** Jackson

**PROGRAM STAGE** *(Check)* ☐ 1. ☐ 2.

**TO:**
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO Maehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-7
orig

**DATE PS&E APPROVED**

**DATE AUTHORIZATION EFFECTIVE** 9-25-80

**FEDERAL ROUTE NUMBER** Various FAU Routes

**STATE ROUTE NUMBER** City Street

**GENERAL LOCATION:**

Medford Traffic Signal Project

**GENERAL DESCRIPTION OF WORK:**

Program change

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's letter of 9-23-80, I approve the program change as follows:

1. Existing Facility: Add the following intersections:
   46. Front & 10th
   47. Main & Columbus
   48. Mc Andrews & Rogue Valley Mall
   49. Ohio & Riverside
   50. Ohio & Court
   51. Crater Lake Hwy. & N. Pacific Hwy
   52. Crater Lake Hwy. & Rogue Valley Mall
   53. Crater Lake Hwy & I-5 S.B. Off Ramp
   54. N. Pacific Hwy & W. Table Rock Rd.
   55. Stewart & Holly
   56. Barnett & Highlan
   57. Barnett & I-5 N.B. Off-Ramp
   58. Barnett & Stewart
   59. Barnett & Riverside
   60. Riverside & Stewart
2. Project Data: Change to read ".....at the preceding listed 60 intersections"

**DATE** 9-25-80

**SIGNATURE OF APPROVING OFFICIAL** G K Hossner

**TITLE** for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-58) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-818

9340

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

September 23, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80024
Project No. M-000C(5)
Medford Traffic Signal Project
Jackson County

I request approval of a program change as indicated below:

1) Existing Facility: Add the following intersections:

46. Front & 10th
47. Main & Columbus
48. Mc Andrews & Rogue Valley Mall
49. Ohio & Riverside
50. Ohio & Court
51. Crater Lake Hwy. & N. Pacific Highway
52. Crater Lake Hwy. & Rogue Valley Mall
53. Crater Lake Hwy. & I-5 S.B. Off Ramp
54. N. Pacific Hwy. & W. Table Rock Rd.
55. Stewart & Holly
56. Barnett & Highland
57. Barnett & I-5 N.B. Off-Ramp
58. Barnett & Stewart
59. Barnett & Riverside
60. Riverside & Stewart

2) Project Data: Change to read " ..... at the preceding listed 60 intersections".

The overall project cost does not require changing at this time.

DRH:bke

✓ cc: Gary Zehner

Form 734-3122

9340

2.

September 11, 1980

City of Medford
City Hall
Medford, OR 97308

AGR 4

Attention: Emily Kirkham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6350

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the City-wide computerized traffic signal system project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fbm

Att.

bc Don Harwell (agree. att.)

9340

AGR 4-1

STATE OF OREGON
Highway - Traffic
378-6537

# INTEROFFICE MEMO

DATE: July 14, 1980

TO: D. E. Swan
Operation Programming Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Urban Studies Project
Upgrade Traffic Signal Citywide
City of Medford

We have reviewed the terms of the proposed agreement, and Number 5 under "City Obligations" is to read as follows:

> 5. Nothing in this agreement shall change maintenance and power cost responsibilities established by previous agreements.
>
> Maintenance costs involving the central computer master and the submaster shall be shared equally by the City and the State. The State shall pay 50 percent of the actual cost upon receipt of an annual itemized statement showing total annual maintenance cost incurred by the City for the central master and submaster computers.

Number 2 under "General Provisions" shall be changed to read as noted on the attached copy.

LE George

L. E. George
Traffic Engineer

LEG:jrb

Attachment

cc: H. S. Coulter
R. L. Schroeder
Alfred Shirley, Jr.

Contains
Recycled
Materials
81-125-1387

9340

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

~~January 17, 1980~~
6-4-80

TRA 7-6

The Honorable Al Densmore
Mayor, City of Medford
411 West 8th Street
Medford, OR 97501

Dear Mayor Densmore:

I have hesitated to respond to your letter of December 7, 1979, before now because of the consultations that have been taking place between our Department and the City.

As you know, the Transportation Commission is looking with favor to the addition of the computerized traffic signal in Medford to the Six-Year Program. We recognize that the peculiar nature of this project requires an early contracting date and we are prepared to let that contract prior to next July 1.

I believe that the 50/50 cooperative financing of the job is appropriate and I hope that you concur. On our part, we look forward to a continuing and a good relationship.

Sincerely,

F. B. Klaboe
Director

cc Congressman Jim Weaver
Senator Debbs Potts

BEN GIFFORD
315 1953

bc H. S. Coulter
D. H. Moehring
[illegible]ter
[illegible] Shirley, Jr.

LWR jh fn

6-4-80
Bob Kortt says City accepted 50/50 funding arrangement.

OFFICE OF THE MAYOR

CITY OF MEDFORD
MEDFORD, OREGON 97501

MEDFORD'S SISTER CITY
ALBA, ITALY

December 7, 1979

Mr. Fred Klaboe, Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I am in receipt of your recent letter concerning the proposed Medford Computerized Signal Project and, if I interpret its contents correctly, am very disappointed in the department's postion.

At the risk of being repetitious, this project has never been and is not now a six-year plan project. The city of Medford has spent two years and over $90,000 in the designing of this system to improve traffic flow, conserve energy and improve the quality of our air with the active encouragement of your department. This system was designed to test new technology and the results of this experience was to be shared with the balance of the state. It is our position that though the federal signal demonstration funds for which we were encouraged by your department to
? apply were reorganized under your control, they were not eliminated.

Following my appearance before the commission, I was counseled by members of your staff to 1) be patient and 2) to do what I could to see if we could raise additional local funds for the project. You are in receipt of our offer of additional support, but my patience is wearing thin. If I read your letter correctly, you want us to 1) contribute an additional $380,000 and 2) consider this a six-year plan project with an indefinite future. To add insult to injury, I am told that your department is now using signal computer specifications developed under our project, effective with the January 24, 1980 bid opening. ?

I believe your department has a moral, if not legal, obligation to the success of this effort. We're ready for bids. What is the position of your commission and department?

Sincerely,

Al Densmore

Al Densmore
Mayor

AD:dm

cc: Chairman and Members of Transportation Commission Encl.
Senator Debbs Potts
Congressman Jim Weaver

RECEIVED
STATE HWY ENGR
DEC 11 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
DEC 11 '79
REFER TO
Coulter
FOR
Info | Inves | R/D ✓ | D/R | Sign | Act | File

## FISCAL YEAR 1980 URBAN SYSTEM ALLOCATION
## DECEMBER 1979

| | | |
|---|---|---|
| Oregon's Fiscal Year 1980 Urban System Apportionment | | $6,772,785 |
| Less 1-1 1/2% HPR Funds | 101,591 | |
| Less 1/2% PR Funds | 33,864 | (135,455) |
| TOTAL | | $6,637,330 |
| Less Allocation of Funds Attributable to Portland Urbanized Area (Over 200,000 Population) | | *(3,858,448) |
| Funds Available to Balance of State | | $2,778,882 |

| Urban Area | Federal Population | Percent of Total | Fund Allocation |
|---|---|---|---|
| Eugene | 139,255 | 25.4107 | $ 706,133 |
| Salem | 93,041 | 16.9777 | 471,790 |
| 25 Small Urban Areas | 315,722 | 57.6116 | 1,600,959 |
| TOTAL | 548,018 | 100.0000 | $2,778,882 |

| | |
|---|---|
| *Attributable Funds | $3,858,448 |
| Less Funds Transfered to Federal Aid Primary | 3,386,392 |
| Balance of Portland Urbanized Area Allocation | $ 472,056 |

City of Portland's Fair and Equitable Allocation of Portland Urbanized Area Allocation:

$$\frac{\text{1975 City of Portland Population} \quad 379{,}826}{\text{1975 Portland Urbanized Area Population} \quad 832{,}761} = 46\%$$

46% x $472,056 = $217,146

NOTE: City of Portland's Allocation is based on 1975 population estimates obtained from the Center for Population Research and Census.

Pending OTC approval in January 1980

# FISCAL YEAR 1980 URBAN SYSTEM ALLOCATION
## SMALL URBAN AREAS
## DECEMBER 1979

| Urban Area | Population | Percent of Total | Federal Funds |
|---|---|---|---|
| Albany | 27,125 | 6.7939 | $ 108,768 |
| Ashland | 15,506 | 3.8837 | 62,176 |
| Astoria | 10,800 | 2.7050 | 43,306 |
| Baker | 10,200 | 2.5548 | 40,901 |
| Bend | 17,282 | 4.3285 | 69,298 |
| Coos Bay | 25,600 | 6.4119 | 102,652 |
| Corvallis | 40,500 | 10.1439 | 162,400 |
| Cottage Grove | 7,402 | 1.8539 | 29,680 |
| Dallas | 9,000 | 2.2542 | 36,089 |
| Forest Grove | 11,308 | 2.8323 | 45,344 |
| Grants Pass | 15,000 | 3.7570 | 60,148 |
| Klamath Falls | 36,778 | 9.2116 | 147,474 |
| LaGrande | 11,800 | 2.9555 | 47,316 |
| Lebanon | 9,605 | 2.4057 | 38,514 |
| McMinnville | 14,395 | 3.6055 | 57,723 |
| Medford | 39,650 | 9.9310 | 158,991 |
| Monmouth | 6,700 | 1.6781 | 26,866 |
| Newberg | 10,015 | 2.5084 | 40,158 |
| Newport | 7,654 | 1.9171 | 30,692 |
| Ontario | 8,961 | 2.2444 | 35,932 |
| Pendleton | 15,060 | 3.7720 | 60,388 |
| Roseburg | 18,496 | 4.6326 | 74,166 |
| St. Helens | 8,100 | 2.0288 | 32,480 |
| The Dalles | 11,447 | 2.8671 | 45,901 |
| Woodburn | 10,872 | 2.7231 | 43,596 |
| TOTALS | 399,256 | 100.0000 | $1,600,959 |

NOTE: Above funds allocated to small urban areas on per capita basis using latest State population figures as proposed by League of Oregon Cities.

9340

STATE OF OREGON
Highway - Traffic

# INTEROFFICE MEMO

AGR 4-1

TO: D. E. Swan
Operations Programming Engineer
ATTN: Gary Zehner
DATE: May 23, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: City of Medford
City-Wide Signal Computer System

A construction agreement needs to be prepared for the subject project. Preliminary engineering was covered by Agreement No. 6350, dated January 20, 1978.

Pertinent items to be included in the construction agreement are as follows:

By State

State will review plans, let and award contract, perform all construction engineering and inspection. State will maintain signals on the State Highway System. State will pay 50 percent of telephone interconnect circuit charges to equipment on the State Highway System on an annual basis.

?

who maintains City signals?

By City

City will pay for electrical energy as stipulated in the League of Oregon Cities Agreement of September 1971. City shall perform liaison between contractor and local telephone company for necessary interconnect circuits.

who maintains central computer?

General

Both State and City shall have complete access to central computer operation facilities, both physically and by remote control (telephone line).

Timing changes on State system will be by mutual agreement between State and City.

Funding responsibilities should be determined by your section.

If further information is needed, please let us know.

L. E. George
Traffic Engineer

BET:ds

cc: Alfred Shirley, Jr.
Robert Judson

12-21-79
2

Projects Under Contract:

| | |
|---|---|
| Barnett @ I-5 | $18,608 |
| Central - 8th, 4th St - Front St. | 136,060 |
| Barnett @ Black Oak | 42,392 |
| Crater Lake @ Spring St. & McAndrews | 191,122 |
| | $388,182 |

Projects in the Mill:

| | |
|---|---|
| 4th - 10th, Columbus Ave (sked Feb 81) | 290,400 |
| Citywide Signals - P.E | 90,090 |
| Biddle - Genesee, Jackson St. (sked. Aug. 80) | 254,848 |
| Kings Hwy. - Jasper St., Stewart Ave. (No Sked) | 224,580 |
| | $859,918 |
| TOTAL | $1,248,100 |

| | |
|---|---|
| FAU Funds Allocated Thru 1980 | 1,098,918 |
| Five Year Advance | 794,955 |
| TOTAL AVAILABLE | 1,893,873 |
| BALANCE | $645,773 = |

| | |
|---|---|
| Annual Allocation | $158,991 |

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1979

In Reply Refer to File No.: TRA 7-6

CITY MANAGERS OFFICE
NOV 26 1979
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

The Honorable Al Densmore
Mayor
City of Medford
Medford, Oregon 97501

Dear Mayor Densmore:

Medford Computerized Signal Project

Thank you for your letter of October 24 concerning the subject project and your indication that the City may be able to contribute $100,000 to the project above and beyond such federal funds as may be available. It would appear that the State may be in a position to match any City contribution, dollar for dollar, and that if those dollars are used to supplement federal aid urban system funds, we may have the ability to finance the project. At this time, this is speculation on my part because we are entering into a round of public meetings, after which the Commission will adopt a six year construction program.

The Medford meeting is at the auditorium of the County Courthouse at 7:30 p.m. on November 29. I would recommend that you or a representative of yours be at that meeting to reiterate your strong desire for this project. In any event, we do have your letter and the record of your visit to the Transportation Commission, and will consider this important project when putting together the Six Year Program.

Sincerely,

F. B. Klaboe

F. B. Klaboe
Director

Form 734-3122

# MEDFORD
## FAU FUNDING STATUS

11-6-79
2

| | |
|---|---|
| PROJECTS UNDER CONTRACT — | $402,165 |
| PROJECTS COMMITTED | |
| CITYWIDE SIGNALS (PE) | 90,090 |
| 4TH ST. - 10TH ST., COLUMBUS AVE (SCHEDULED F 2QTR 81) | 290,400 |
| BIDDLE RD. - GENESEE ST., JACKSON ST. ( " JUNE 26, 80) | 254,848 |
| KINGS HWY. - JASPER ST., STEWART AVE (APPROVED 10-22-79) | 224,580 |
| FAU FUNDS COMMITTED — | $1,262,083 |
| FAU FUNDS ALLOCATED THRU 1980 | 1,098,464 |
| *5 YEAR ADVANCEMENT | 792,685 |
| FAU FUNDS AVAILABLE — | $1,891,149 |
| FAU FUNDS UNCOMMITTED — | $629,066 ÷ 88% = $715,000 |

ANNUAL ALLOCATION — 158,537

* At present 3 year maximum, AOC-LOC plan to increase to 5 years at their November Meetings.

1. September 7, 1977 - City applies for FAUS PE project to upgrade 45 signalized locations in Medford.

2. October 26, 1977 - FHWA approved original FAUS PE project for Medford signal system ($25,000). Plans to be used as shelf project.

3. November 29, 1977 - OSHD made application to FHWA for a traffic control signal system for the Medford CBD. Estimated cost $715,000 to be funded from FHWA signal demonstration funds.

4. November 29, 1977 - City of Medford submits to Region an agreement to have State perform preliminary engineering for a FAUS project to upgrade Medford CBD signal system.

5. December 2, 1977 - City was advised that the State could not perform PE on the Medford signal system. Agreement modified to use consultant.

6. OTC approved the FAUS project at the December 15, 1977 meeting on the premise that signal demonstration funds would be used for construction.

7. February 14, 1978 - FHWA advised State that Medford project was not approved as signal demonstration project.

8. February 16, 1978 - City of Medford signs consultant's agreement with CH2M-Hill for PE shelf project ($74,000).

9. Final consultant agreement FAUS PE project with City of Medford approved late 1978 (probably October or November).

10. January 1979 through November 1979 - Consultant, City and OSHD (monitoring) work on the PE project.

    Set of final plans and specifications reviewed by Traffic Section on November 9, 1979.

## FAUS Traffic Signal Demonstration Project
## No. M-000C(5)

### ATTACHMENT A

Signalized intersections to be initially included in the Model 170 signal control system. Total of 59 intersections.

The following intersections intersect at least one street which is on the FAUS system:

(1) Riverside Avenue and 10th Street
(2) Riverside Avenue and 8th Street
(3) Riverside Avenue and Main Street
(4) Riverside Avenue and 4th Street
(5) Riverside Avenue and Jackson Street
(6) Riverside Avenue and McAndrews Road
(7) Court Street and McAndrews Road
(8) Central Avenue and Jackson Street
(9) Central Avenue and 4th Street
(10) Central Avenue and 10th Street
(11) Main Street and Crater Lake Avenue
(12) Main Street and Hawthorne Avenue
(13) Main Street and Front Street
(14) Main Street and Oakdale Avenue
(15) Main Street and Columbus Avenue
(16) 8th Street and Oakdale Avenue
(17) 8th Street and Front Street
(18) 10th Street and Oakdale Avenue
(19) Jackson Street and Biddle Road
(20) Jackson Street and Hawthorne Avenue
(21) Crater Lake Avenue and Jackson Street
(22) 6th Street and Front Street
(23) 4th Street and Front Street
(24) 4th Street and Bartlett Street
(25) Table Rock Road and Oregon Highway 99
(26) Barnett Road and Highland Drive
(27) Barnett Road and I-5 northbound off-ramp
(28) Barnett Road and Stewart Avenue
(29) Barnett Road and K-Mart Plaza
(30) Barnett Road and Riverside Avenue
(31) Stewart Avenue and Riverside Avenue
(32) McAndrews Road and Medford Mall

Intersection of
Highway with Highway — 8
Highway with City Street 39
City Street with City Street 12
59

The following intersections intersect a State primary highway with a City "off-system" street:

(1) Riverside Avenue and 12th Street
(2) Riverside Avenue and 6th Street
(3) Riverside Avenue and Edwards Street
(4) Riverside Avenue and Manzanita Street
(5) Court Street and Edwards Street
(6) Central Avenue and 6th Street
(7) Central Avenue and 9th Street

(8) Central Avenue and 12th Street
(9) Main Street and Bartlett Street
(10) Main Street and Fir Street
(11) Main Street and Grape Street
(12) Main Street and Holly Street
(13) Main Street and Orange Street
(14) Main Street and Hamilton Avenue
(15) 8th Street and Hamilton Avenue
(16) 8th Street and Orange Street
(17) 8th Street and Ivy Street
(18) 8th Street and Holly Street
(19) 8th Street and Grape Street

The following are intersections of two State primary routes or primary-interstate route:

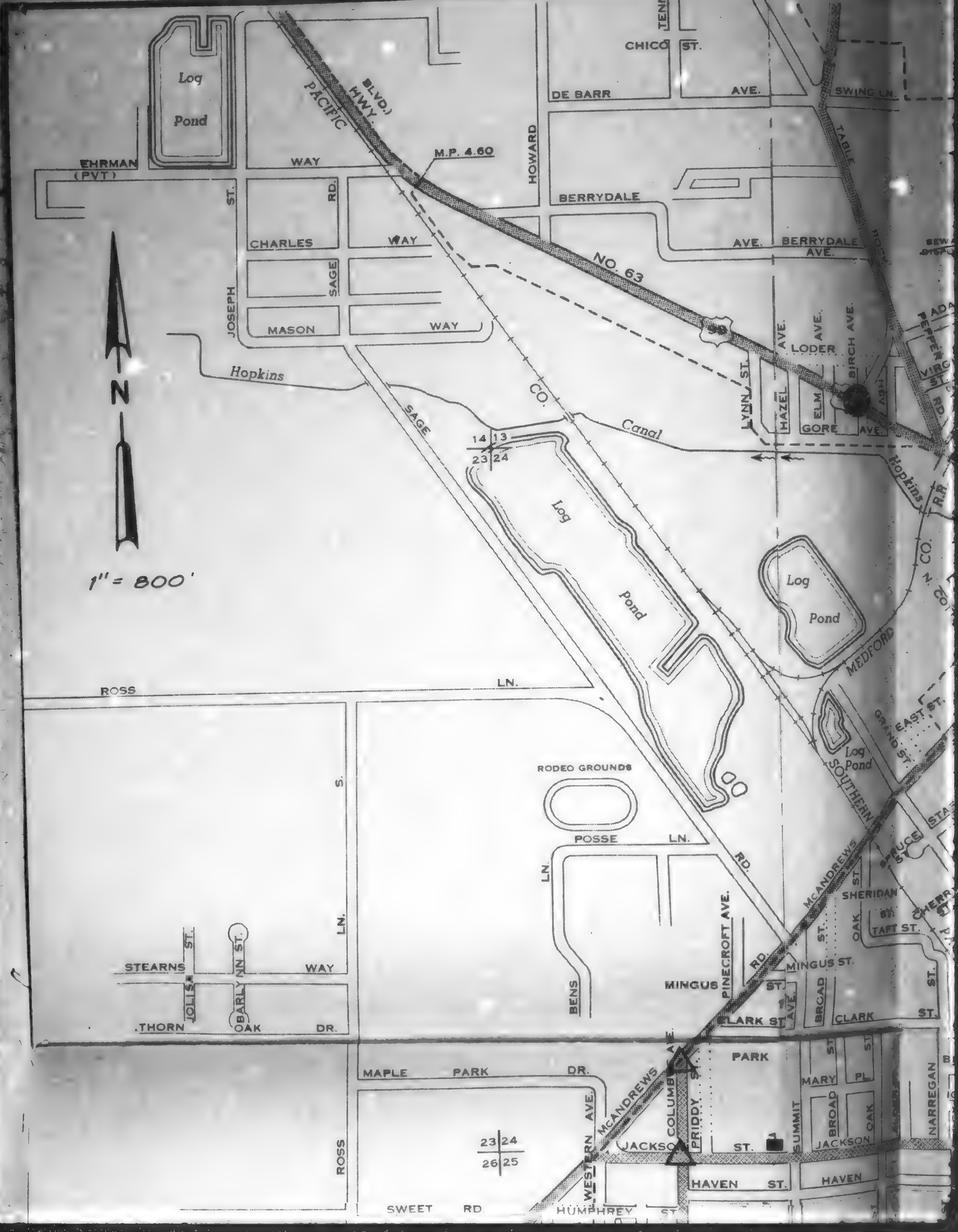
(1) Central Avenue and Main Street
(2) Central Avenue and 8th Street
(3) Crater Lake Highway and Rogue Valley Highway
(4) Crater Lake Highway and I-5 southbound off-ramp

The following are street intersections of a State primary route and an intersection to be signalized by a regional shopping center development:

(1) Riverside Avenue and Ohio Street
(2) Court Street and Ohio Street
(3) Crater Lake Highway and main entrance to shopping center

The following intersection is the intersection of two "off-system" City streets:

(1) 6th Street and Grape Street.



Log Pond
EHRMAN (PVT)
WAY
PACIFIC HWY
BLVD.)
M.P. 4.60
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TEN
DE BARR AVE.
SWING LN.
TABLE ROCK
HOWARD
BERRYDALE
BERRYDALE AVE.
JOSEPH ST.
SAGE RD.
CHARLES WAY
MASON WAY
NO. 63
99
LODER
LYNN ST.
HAZEL AVE.
ELM AVE.
BIRCH AVE.
ASH
GORE AVE.
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PEFFER
VIRG
Hopkins Canal
Hopkins
CO.
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23 24
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1" = 800'
Log Pond
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S.
LN.
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MCANDREWS RD.
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SHERIDAN ST.
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BROAD ST.
MINGUS ST.
MINGUS ST.
AVE.
CLARK ST.
CLARK ST.
STEARNS WAY
JOLIS ST.
OBARLYNN ST.
THORN OAK DR.
MAPLE PARK DR.
PARK
MARY PL.
COLUMBUS AVE.
PRIDDY ST.
SUMMIT
BROAD
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ST.
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MCANDREWS
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JACKSON
HAVEN ST.
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SWEET RD.
HUMPHREY ST.
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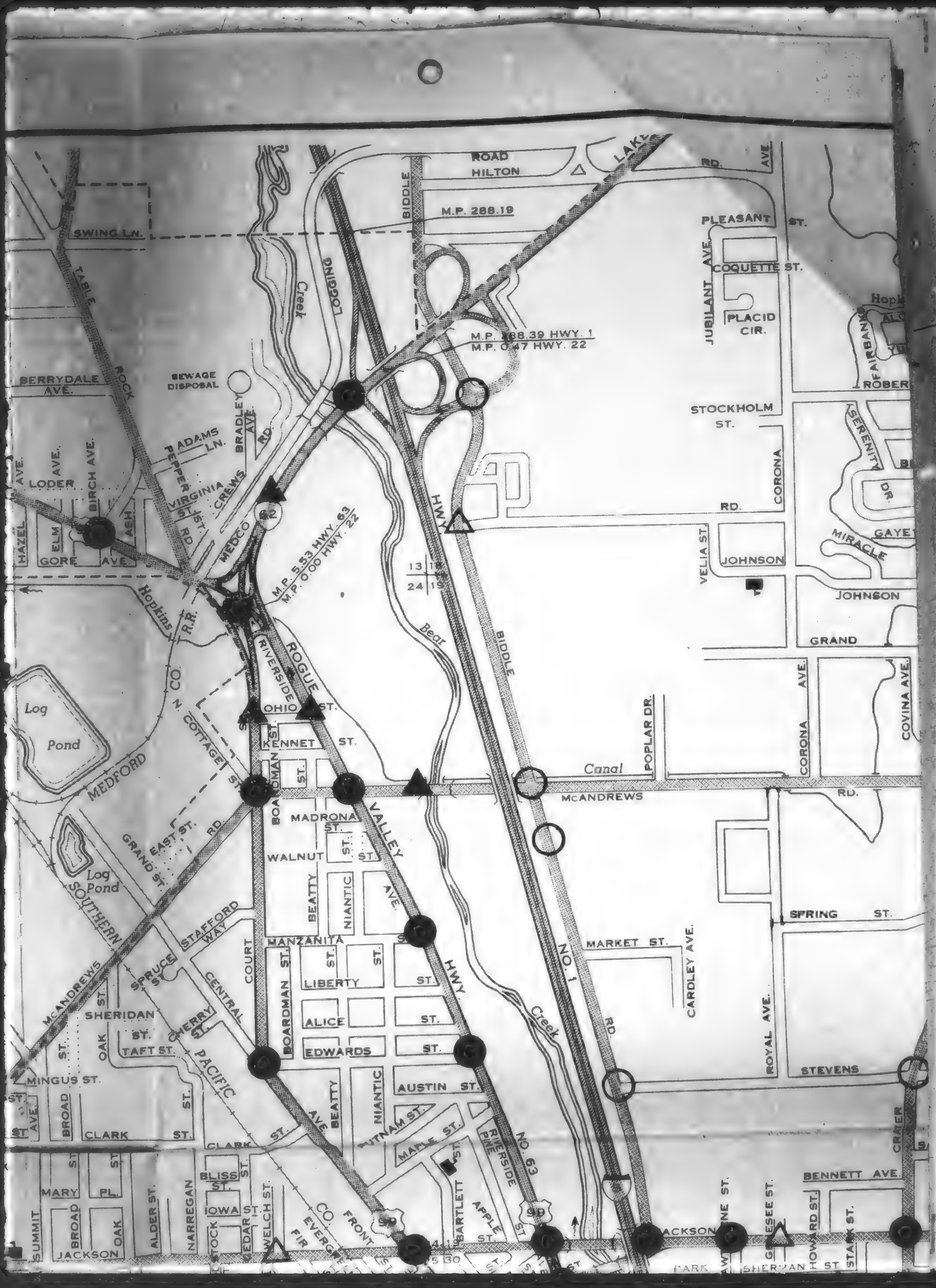
ROAD
HILTON
RD.
AVE.
LAKE
M.P. 288.19
SWING LN.
BIDDLE
PLEASANT ST.
JUBILANT AVE.
COQUETTE ST.
PLACID CIR.
TABLE ROCK
Creek
LOGGING
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M.P. 0.47 HWY. 22
Hopkins
FAIRBANKS
ROBER
BERRYDALE AVE.
SEWAGE DISPOSAL
BRADLEY AVE.
ADAMS LN.
PEPPER ST.
VIRGINIA ST.
CREWS RD.
STOCKHOLM ST.
SERENITY DR.
CORONA
LODER
BIRCH AVE.
AVE.
HAZEL
ELM
ASH
GORE AVE.
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RD.
MIRACLE
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M.P. 0.00 HWY. 22
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JOHNSON
GRAND
Hopkins
R.R.
Bear
BIDDLE
Log Pond
MEDFORD
N. CO.
COTTAGE ST.
RIVERSIDE
ROGUE
OHIO ST.
KENNET ST.
CORONA AVE.
COVINA AVE.
POPLAR DR.
Canal
BOARDMAN ST.
ST.
McANDREWS
RD.
MADRONA ST.
VALLEY
WALNUT ST.
ST.
Log Pond
GRAND ST.
EAST ST.
RD.
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BEATTY
NIANTIC
AVE.
STAFFORD WAY
COURT
MANZANITA ST.
SPRING ST.
MARKET ST.
CARDLEY AVE.
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McANDREWS
SPRUCE ST.
CENTRAL
BOARDMAN ST.
LIBERTY ST.
ST.
ST.
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STEVENS
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MAPLE ST.
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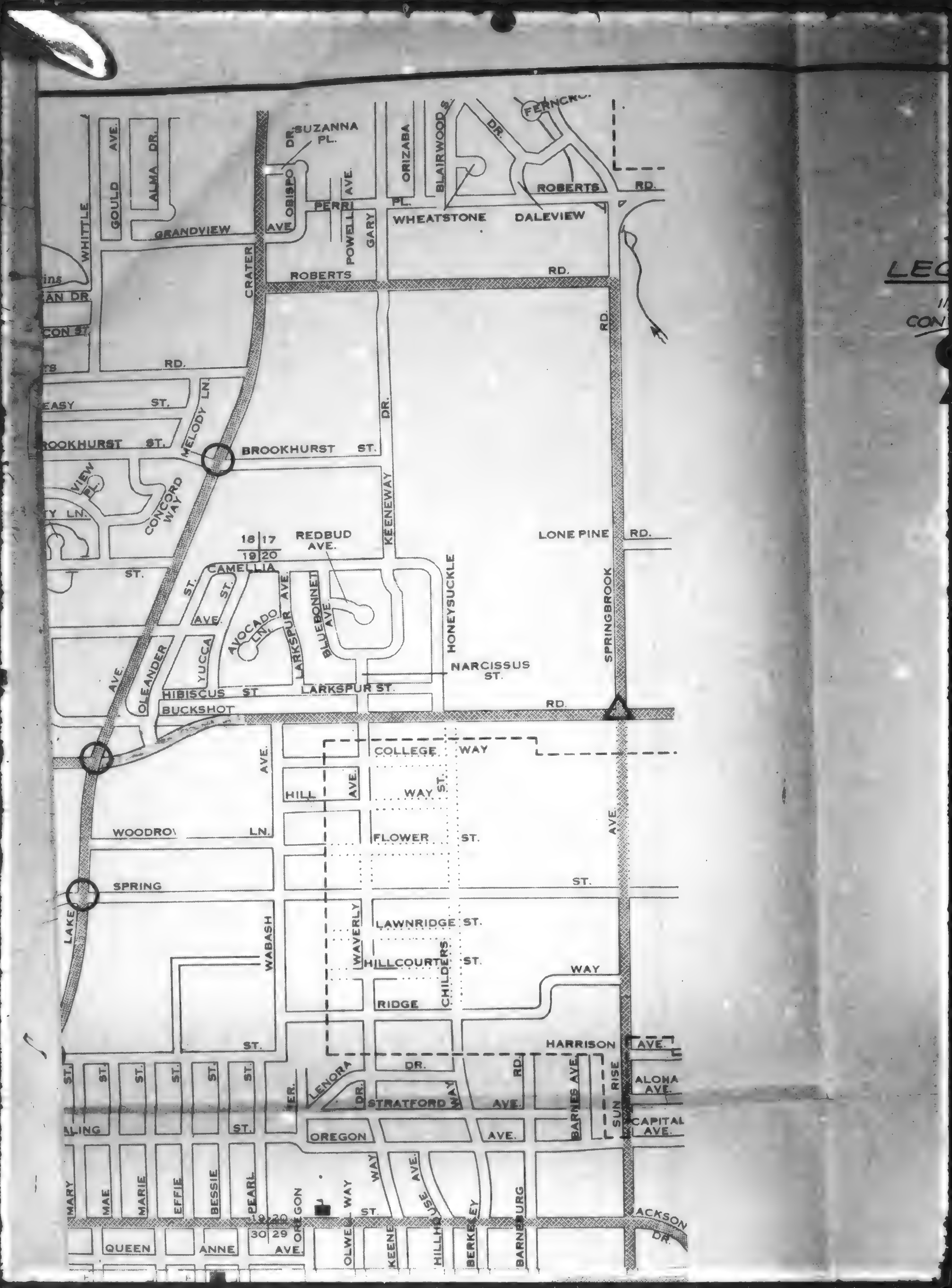
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SUZANNA PL.
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ORIZABA
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ALMA DR.
WHITTLE
PERRI PL.
POWELL AVE.
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ROBERTS RD.
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DALEVIEW
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LEGEND:

| IN CONTRACT | NOT IN CONTRACT | |
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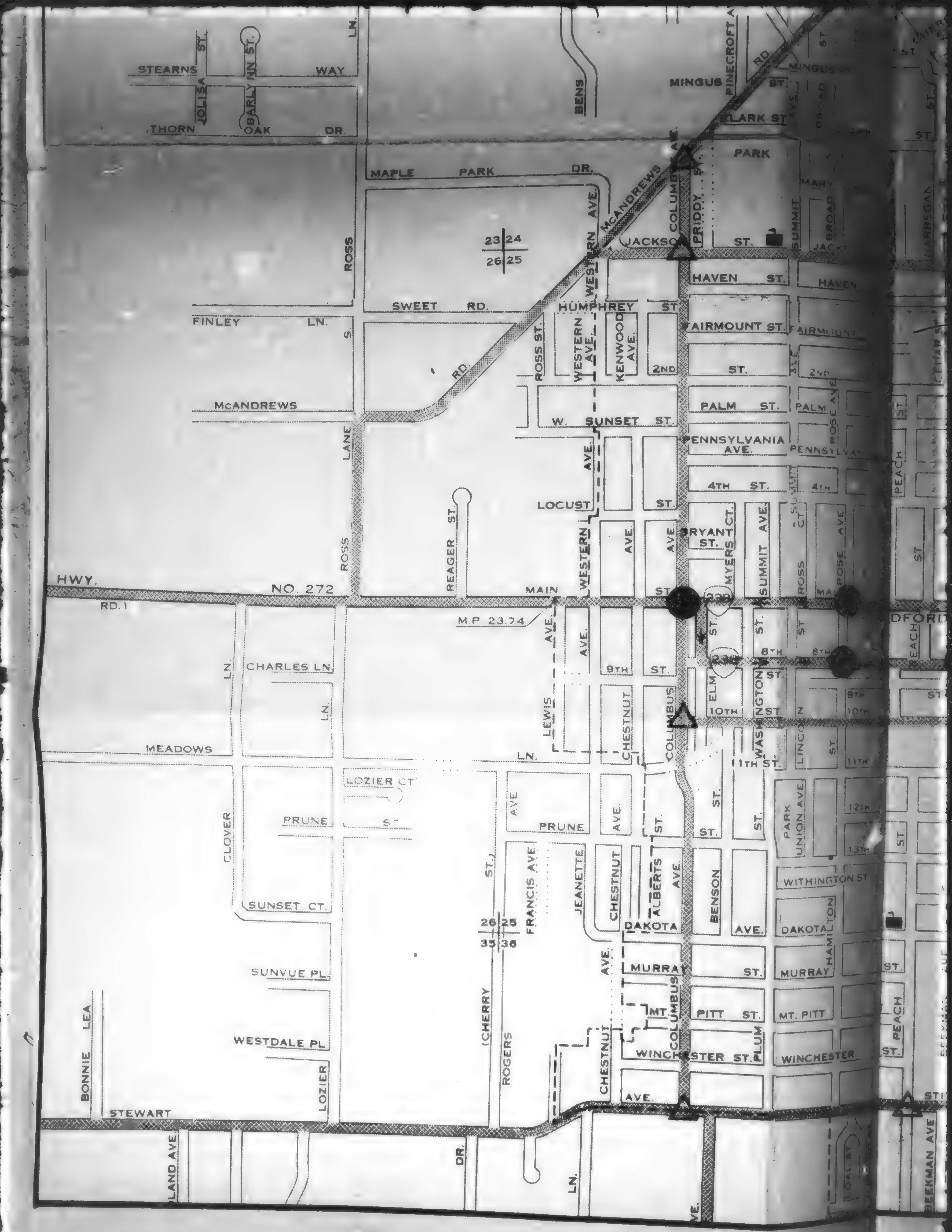
| ● | ○ | EXISTING SIGNAL |
| ▲ | △ | FUTURE SIGNAL |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PENNSYLVANIA
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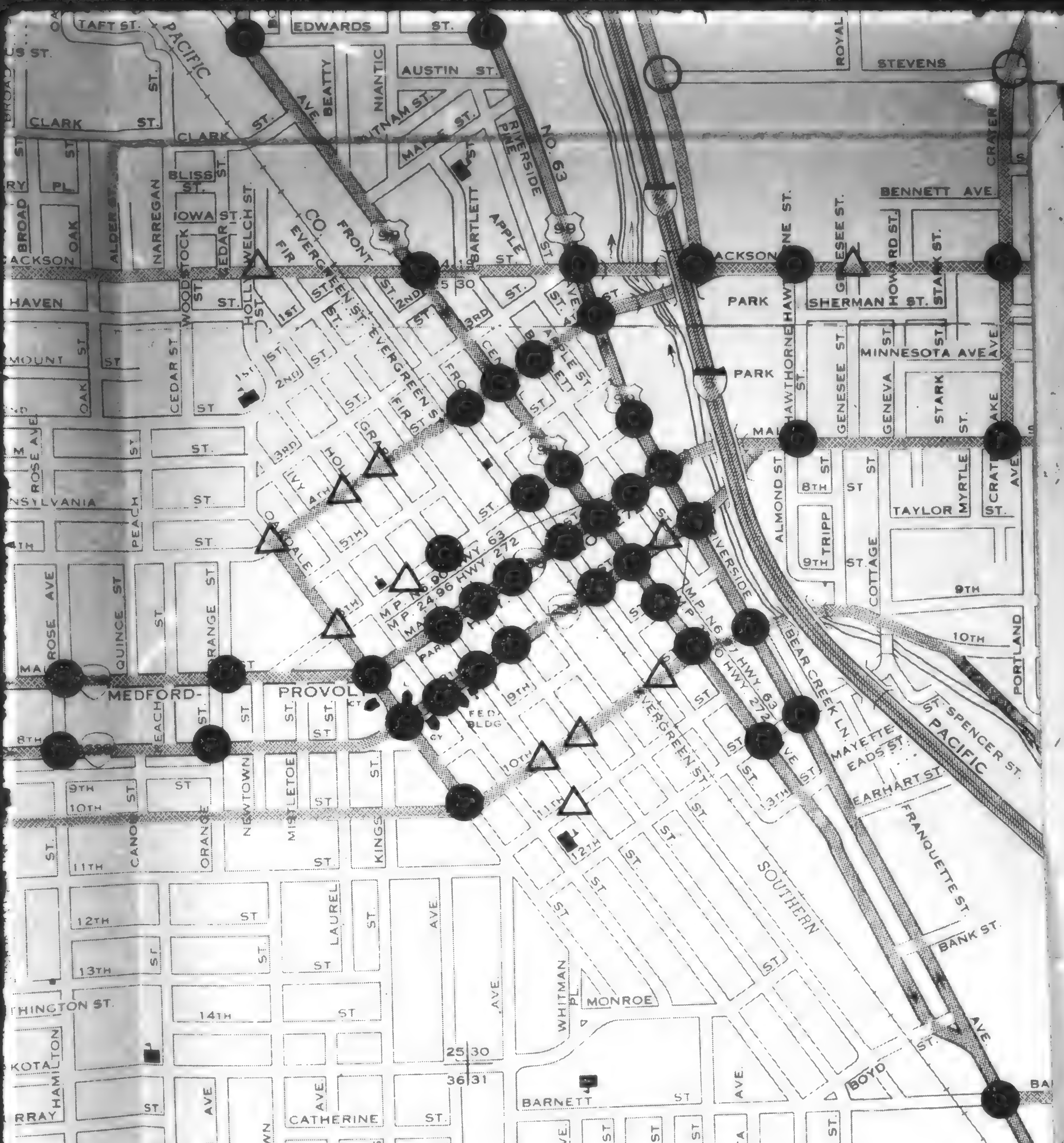
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HOLLY
GRAPE
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M.P. 24.96 HWY. 272
M.P. NO. 1 HWY. 63
HWY. 272
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ALMOND ST
TRIPP
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MYRTLE
TAYLOR
LAKE AVE
PORTLAND
BEAR CREEK LN
ST. SPENCER ST.
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MAYETTE
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EARHART ST
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KINGS
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PARK AVE
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BARNETT ST
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O'GARA ST.
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KENYON ST
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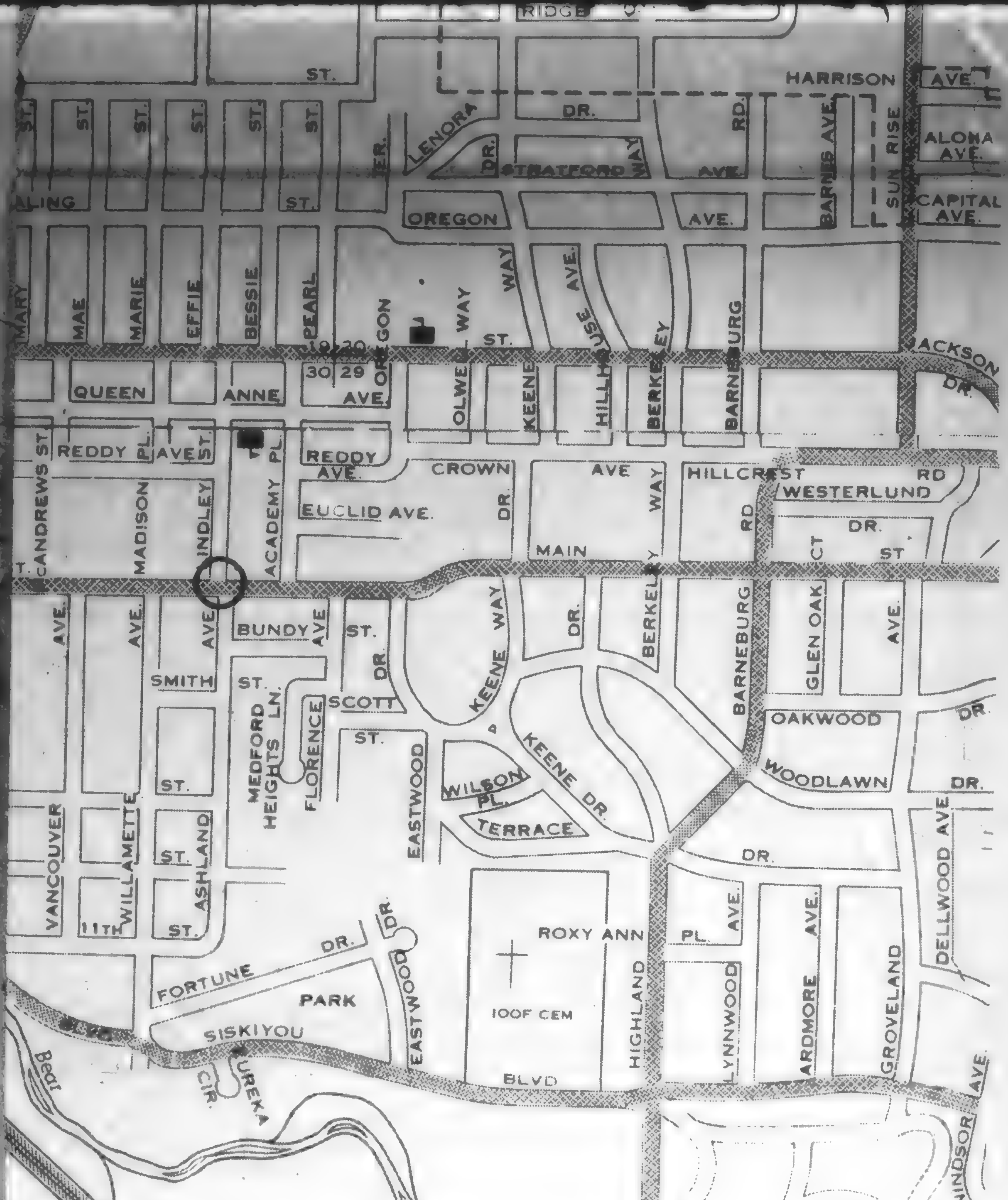
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MARIE
EFFIE
BESSIE
PEARL
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CROWN
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HILLCREST
RD
WESTERLUND
DR.
ANDREWS ST.
MADISON
INDLEY
ACADEMY PL.
EUCLID AVE.
DR.
WAY
RD.
CT
MAIN
ST
AVE.
AVE.
AVE.
BUNDY AVE.
ST.
DR.
KEENE WAY
DR.
BERKELEY
BARNEBURG
GLEN OAK
AVE.
SMITH
ST.
MEDFORD HEIGHTS LN.
FLORENCE
SCOTT
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EASTWOOD
KEENE DR.
OAKWOOD
DR.
WOODLAWN
DR.
WILSON PL.
TERRACE
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DR.
DELLWOOD AVE.
VANCOUVER
WILLAMETTE
ASHLAND
11TH
ST.
ROXY ANN
PL.
AVE.
FORTUNE
DR.
DR.
EASTWOOD
PARK
IOOF CEM
HIGHLAND
LYNNWOOD
ARDMORE AVE.
GROVELAND
BLVD.
SISKIYOU
EUREKA CIR.
BLVD
Bear
WINDSOR AVE.
GREENWOOD
ST.
HWY.
CRESTBROOK
RD.
DR.
Creek
31
RNE
RD
AVE
JACKSON COUNTY
FAIRGROUNDS
Larson
Creek
STEWART
MAPLEGROVE
OUTSIDE CITY
ARMORY
DR.
DR.
PARK
PACIFIC
M.P. 291.48
ELLENDALE
HALSEY ST.
HOBART ST.
NO
Pond

FIGURE 1

# CITY OF MEDFORD, OREGON

## TRAFFIC SIGNAL LOCATIONS
## EXISTING AND FUTURE

C12435.A1

CH2M HILL

9340

L

OREGON TRANSPORTATION COMMISSION

Delegation Lewis Powell, Director of Public Works, Medford, re Medford Computer Traffic Signalization Project.

Date January 15, 1980

Time 11:15 a.m.

| Name | City or Town | Capacity |
|---|---|---|
| Lewis N. Powell | Medford | Pub-Works Director |

OFFICE OF THE MAYOR

CITY OF MEDFORD
MEDFORD, OREGON 97501

MEDFORD'S SISTER CITY
ALBA, ITALY

January 14, 1980

Honorable Anthony Yturri, Chairman
Transportation Commission
Transportation Building
Salem, Oregon 97310

Mr. Chairman:

I wish to thank the Commission and Department for what I believe will be a positive step forward for Oregon and the city of Medford in Traffic Signal Computerization.

Members of the City staff and I are pleased with our recent discussions with members of your staff to resolve the funding of the Medford Computerized Signal Project. I believe we have reached an agreement whereby the computer system can be funded equitably. In addition, it is my understanding that the project can be started this year.

Hopefully, with your concurrence, the Medford Computerized Signalization Project can be constructed and we can do our part to help improve air quality in the Rogue Valley and to conserve additional gasoline.

Thank you for your assistance in this most important project for Oregon and Medford.

Sincerely,

Al Densmore

Al Densmore
Mayor

AD:dm

cc: Fred Klaboe

9340 4.

STATE OF OREG
HIGHWAY DIVISION

INTERC CE MEMO

TRA 7-6

TO: MEMO TO THE FILES

DATE: January 11, 1980

FROM: L. W. Rulien, Executive Assistant to the State Highway Engineer

SUBJECT: Project Requests
City of Medford
Traffic Signal System

There is a rather extensive background, both in discussion and in correspondence, on a computerized signal system in the City of Medford. The project started out as a possibility for funding with a federal demonstration project grant. Preliminary engineering, which has resulted in plans and specifications, has been undertaken with FAUS funds. The attempt at a demonstration grant was unsuccessful so the City has been seeking a source of funding for the project. This has led to appearances before the Commission and letters.

I have had discussions with the City, and on January 10 Mr. Powell, Public Works Director, called and advised me that he had had a meeting with City officials including the Mayor and they will commit to paying half of the costs of the project if the State will fund the other half. He also indicated that they would want a more tried and true system since the project would no longer be a demonstration project. I have asked Bud George to contact their Traffic Engineer to determine just what this means. I advised Mr. Powell that we will recommend to the Commission inclusion of this project in the Six-Year Program for contracting in fiscal year 1980.

It is also understood that the State would have some money in the City's commitment for one-half the cost of the project and that would be the amount necessary for one-half the local match of the FAUS funds that the City would make available.

LWR:jh
cc: F. B. Klaboe
H. S. Coulter
D. H. Moehring
E. S. Hunter
Alfred Shirley, Jr.
L. E. George

9340

12-21-79
2

Projects Under Contract:

| | |
|---|---|
| Barnett @ I-5 | $18,608 |
| Central - 8th, 4th St - Front St. | 136,060 |
| Barnett @ Black Oak | 42,392 |
| Crater Lake @ Spring St. & McAndrews | 191,122 |
| | $388,182 |

Projects in the Mill:

| | |
|---|---|
| 4th - 10th, Columbus Ave (sked Feb 81) | 290,400 |
| Citywide Signals - P.E | 90,090 |
| Biddle - Genesee, Jackson St. (sked. Aug. 80) | 254,848 |
| Kings Hwy. - Jasper St., Stewart Ave. (No Sked) | 224,580 |
| | $859,918 |
| TOTAL | $1,248,100 |

| | |
|---|---|
| FAU Funds Allocated Thru 1980 | 1,098,918 |
| Five Year Advance | 794,955 |
| TOTAL AVAILABLE | 1,893,873 |
| BALANCE | $645,773 |

| | |
|---|---|
| Annual Allocation | $158,991 |

9340

12-21-79

2

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| | |
|---|---|
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| | |
|---|---|
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9340

CITY OF MEDFORD
OREGON

**PUBLIC WORKS DEPARTMENT**

CITY OF MEDFORD
MEDFORD, OREGON 97501

**TELEPHONE: (503) 776-7485**

RECEIVED
STATE HWY ENGR
[illegible] '79
REFER TO
FOR

11-6-79
~~October 24, 1979~~

Mr. Fred Klaboe
Director, Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear ~~Mr. Klaboe~~ Fred:

This letter is in regard to the Medford signal computer project.

The City has reviewed our budget to determine if a City cash match could be applied to help fund this project. In the event we can go to the construction phase prior to June 30, 1980, the City could contribute $100,000 toward completion of the project.

This project was brought before the Transportation Commission on August 21, 1979. The Medford project is ready to begin the construction phase and is requesting that the project be completed as conceived under the Federal traffic signal demonstration program.

The City has worked with the Oregon Department of Transportation for two years preparing plans and specifications for this system which has State-wide application. We understand the funding concerns and constraints that we all have to live with. We have researched our funding capability to determine what amount we could contribute towards completion of this project including the possibility of using further FAUS funds.

The preparation of plans and specifications was done under an FAUS project at a cost of approximately $95,000. I don't believe the City has any available FAUS funds which have not yet been committed. The City receives approximately $158,000 per year under this program; however, i is a possibility that some FAUS funds may be available which could be applied to the total project costs.

We appreciate ODOT's support over the past years in developing this project and hope that after a careful review of all funding capabilities, that we may proceed to the construction phase and ultimate completion.

Thank you for your cooperation and service.

Sincerely,

Al Densmore
Mayor

11-6-79
Gave Larry Rulien updated FAU committments & Amounts Available w/max. advancement (54%) for his response to City.

CC: City Manager
Traffic Engineering Division

GARY

RECEIVED
DOT DIRECTOR
OCT 3[illegible] '79
REFER TO
Coulter
FOR

Please — discuss

7

N

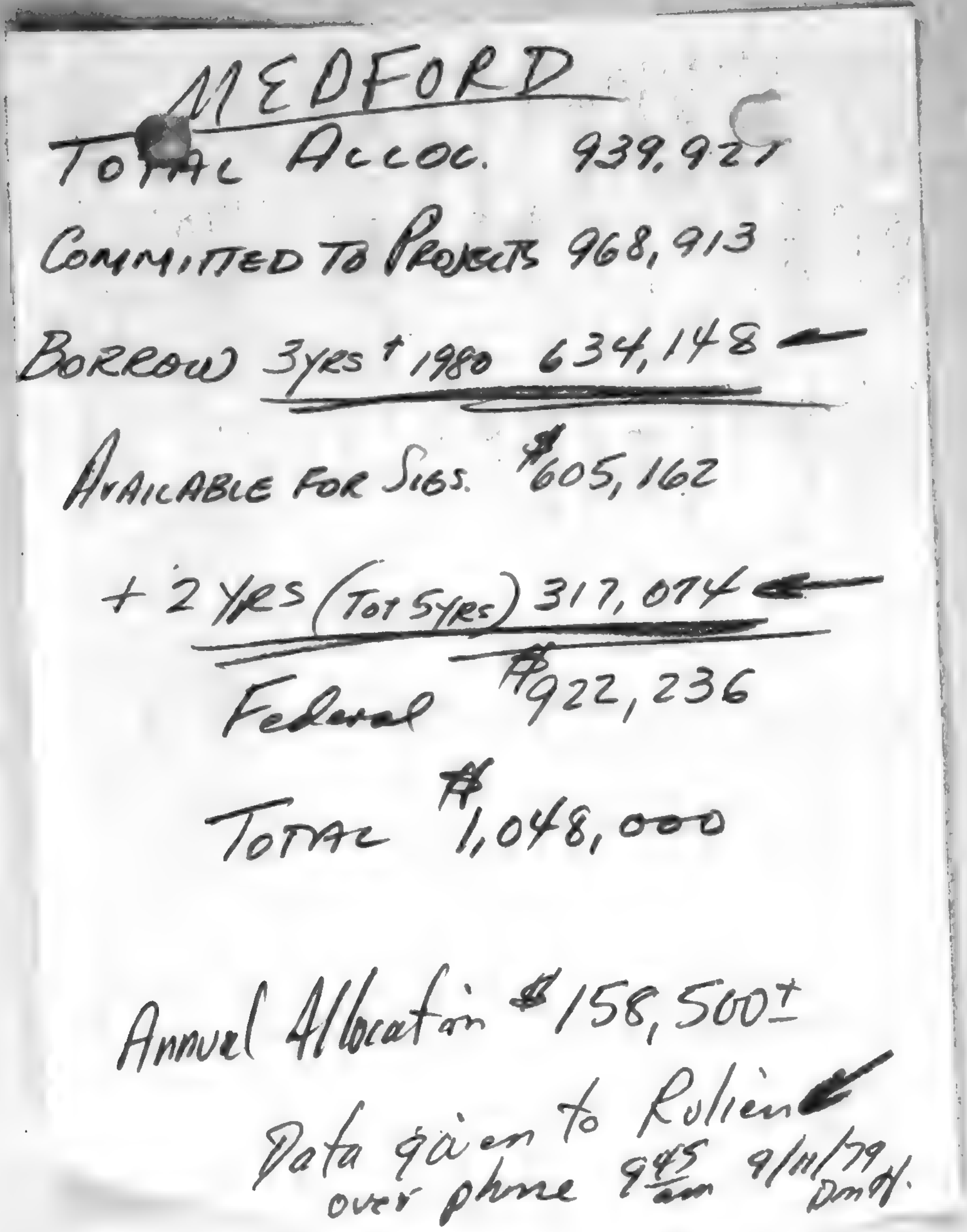
KP

M

11/2/79 Rulien has been handling most recent developments. He will discuss with Coulter and/or Klaboe. DD

9340

9-11-79



## MEDFORD

| | |
|---|---|
| TOTAL ALLOC. | 939,927 |
| COMMITTED TO PROJECTS | 968,913 |
| BORROW 3YRS + 1980 | 634,148 ← |
| AVAILABLE FOR SIGS. | $605,162 |
| + 2 YRS (TOT 5YRS) | 317,074 ← |
| Federal | $922,236 |
| TOTAL | $1,048,000 |

Annual Allocation $158,500±

Data given to Rulien ←
over phone 9$^{45}$ am 9/11/79
DMH.

9340

## OREGON TRANSPORTATION COMMISSION

Delegation: Hon. Al Densmore, Mayor of Medford
Re: City's signal computer project

Date: August 21, 1979

Time: 11:00 a.m.

1054-A

| Name | City or Town | Capacity |
|---|---|---|
| AL DENSMORE | MAYOR | MEDFORD |
| ROBERT KORTT | MEDFORD | TRAFFIC ENGINEER |
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Comm. Services

League of Oregon Cities

**SALEM:** *Local Government Center, 1201 Court Street N.E., P.O. Box 928, Salem 97308, Telephone: (503) 588-6466*
**EUGENE:** *Hendricks Hall, University of Oregon, P.O. Box 3177, Eugene 97403, Telephone: (503) 686-5232*

Salem, Oregon
August 20, 1979

~~Mr. Peter J. Brix~~
~~Oregon Transportation Commission~~
~~Transportation Building, Room 121~~
~~Salem, Oregon 97310~~

Dear Mr. Brix:

At its meeting in Eugene on June 22, 1979, the Executive Board of the League of Oregon Cities was asked to support a request by the City of Medford to the Oregon Transportation Commission seeking a ten percent set aside of federal highway funds for the construction of traffic signal control systems.

The Executive Board responded to this request by suggesting to the city that a permanent set aside of funds in the manner proposed might not necessarily be in the best interests of either the state or its local governments. It did, however, agree to support the city's request that the Transportation Commission carefully review Medford's project and seriously consider releasing state funds for the project that Medford has undertaken. In taking this position the Board was influenced by the fact that much of the work involved in Medford's traffic control system will be of general application throughout the state and also by the close cooperation between the city and the state to this point of the project.

Sincerely,

Stephen C. Bauer

Stephen C. Bauer
Executive Director

SCB:bas

OFFICERS: Ronald L. Bryant, councilmember, Redmond, *president* • Mayor Mike R. Wyatt, Roseburg, *vice-president* • Mayor R. A. Keller, Eugene, *treasurer* • Stephen C. Bauer, *executive director*

DIRECTORS: Mayor Clinton Bellows, Ontario • Donald A. Davis, city manager, Newport • Mayor Al Densmore, Medford • Marina S. Gardiner, councilmember, Bandon • Charles R. Jordan, commissioner, Portland, *immediate past president* • Philip K. Kushlan, city manager, Cottage Grove • Inge McNeese, councilmember, Corvallis • Mayor Jack R. Nelson, Beaverton • James C. Richards, councilmember, Bay City

11:00 am c
Tra 7-6-1
Medford

**STATE OF OREGON**
**HIGHWAY DIVISION**

**INTEROFFICE MEMO**

**TO:** Memo to the File

**DATE:** August 14, 1979

**FROM:** L. W. Rulien, Executive Assistant
to the State Highway Engineer

**SUBJECT:** Request for City of Medford
Computerized Signal System
August 21, 1979, Commission Meeting

105d -

The 1976 Highway Act reserved some monies at the national level for traffic signal demonstration projects to enhance the efficiency of transportation in urban areas and that could, if successful, be utilized in other areas. The City of Medford indicated a need for upgrading, computerizing and tying together all of the traffic signals in their core area. Preliminary estimated cost to systemize the 59 signals was $650,000 and we made application in their behalf to the Secretary of Transportation in hopes of obtaining the demonstration funds. However, despite our effort Anchorage, Alaska, and Boise, Idaho, were given the funds. This particular demonstration program is no longer available.

The 1978 Surface Transportation Act allows the states to utilize up to 10 percent of their apportioned monies for safety and signal projects with no match required. The City of Medford proposed to the League of Oregon Cities that the League ask the State to make a 10 percent set aside of funds for such projects so that the various cities could tap this 100 percent federal money. I discussed this issue with the League of Oregon Cities and pointed out that our policy has been to resist small categories and to maintain maximum flexibility in utilizing the federal programs so that the Transportation Commission would be in the best possible position of prioritizing needs against funds, and that a 10 percent set aside for this purpose wouldn't take into consideration all of the other demands on these dollars such as rehabilitation of our surfaces and bridges.

The League of Oregon Cities will not request a 10 percent set aside; however, they are supportive of the Medford project and will request that we fund it. The City of Medford has proceeded with the preliminary engineering through a consultant, CH2M, and has funded the preliminary engineering effort with $94,000 of their FAUS money. The current estimate for construction of the project is $950,000. There appears a possibility that the project is over sophisticated for the nature of the problem and that it may be possible to scale down some of the hardware and paraphernalia and accomplish about as good a job at the intersections for less money.

1-125-1387

A project to upgrade the traffic signals is worthwhile and valid and it appears that it should be considered along with the many other worthwhile projects when we update the Six-Year Program this fall. Our funding source would normally be federal aid primary funds or state funds.

LWR:jh

cc: Transportation Commission
F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
L. E. George
Don Harwell
Alfred Shirley
C. W. Head
George Bell

MEDFORD'S SISTER CITY
ALBA, ITALY

OFFICE OF THE MAYOR

CITY OF MEDFORD
MEDFORD, OREGON 97501

July 12, 1979

Mr. Cecil Head
Director of Commission Services
State Transportation Building
Salem, Oregon 97310

Dear Mr. Head:

This letter is a request that the City of Medford signal computer project be placed on the Transportation Commission agenda for August 1979.

The City is requesting that this demonstration project be funded for construction utilizing 100% federal funding under the 1978 Surface Transportation Act. In support of this request, the following background information is provided:

The City of Medford, along with the Oregon Department of Transportation has, for some time, been developing a computer controlled traffic signal system for use throughout Oregon. It was the understanding of the City that implementation funds for this system would come from the Traffic Signal Demonstration Program of the old Highway Act. On the City's behalf, the State Highway Division made application for these funds and designated this project as the major priority in the State for the use of demonstration funds. Region X of the Federal Highway Administration ranked the Oregon project No. 3, behind Anchorage, Alaska, and Boise, Idaho. Projects Nos. 1 and 2 were funded, and before further funds were released, the program was abandoned with the passage of the 1978 Surface Transportation Act. The new Act contains no specific funds for demonstration projects, but authorizes up to 10% of the federal aid system funds allocated to the State may be utilized for traffic control signalization projects.

Over a year ago, the City initiated an FAUS project for preparation of plans and specifications for the installation of a signal computer to operate microprocesser local controllers at 59 existing signalized intersections, of which 46 intersections are on the State of Oregon primary system.

The $94,000 FAUS project is scheduled for completion by August 1, 1979. Final draft of plans and specifications were sent to the Oregon Department of Transportation July 9, 1979. Final approval from the State and City is expected by August 1, 1979.

Throughout the year that the City and State have been working on design specifications of this project, the City has followed State recommendations on the computer master, sub-master and controller design standards. Much of the computer design standards formulated to date (and which will be done in the implementation phase) will have application in other areas of the State. Therefore, funds for this project should be released at the State level.

The City has approached the League of Oregon Cities to solicit their support for State funding for the implementation of this project. At the League meeting of June 22, 1979, the League considered the merits of this project and voted to support the City at the State Transportation Commission meeting to seek State funding assistance for construction of the signal computer system. The estimated total project cost is $950,000. Final cost estimate, along with final construction plans and specifications should be approved by the time this item is requested to be considered.

Please feel free to contact Mr. Robert D. Kortt, City Traffic Engineer, 776-7485, or me at 776-7502, if there are further questions or comments in this regard.

Very truly yours,

Al Densmore

Al Densmore
Mayor

ahf
CC: Noel Klein, League of Oregon Cities
City Manager
City Traffic Engineer

RECEIVED
JUL 18 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

9340

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 25, 1979

FILE: PRO 6

Original signed by John E. Christopherson

**FROM:** J.E. CHRISTOPHERSON
Regional Services Engineer

**TO:** Vern Skoog
Highway Controller
SALEM

**SUBJECT:** Traffic Signal Demonstration Project
City of Medford
FAUS No. M-000C(5)
Progress Report & Billing

Attached is a billing and progress report for work done on the subject project. This is the fourth invoice and covers the period of April 2 through April 30, 1979. This billing is for $15,440.00 and the total to date is $51,675.00.

Approval has been signed by City of Medford, the Monitoring Engineer and the Region Construction Engineer.

Please process for payment in accordance with agreements for this project.

JEC/cp
Attach.
cc: D.H. Moehring

[illegible]

Rp
M

CH2M
HILL
engineers
planners
economists
scientists

11 May 1979
C12435.A1

059357

CITY OF MEDFORD
ATTN ROBERT D KORTT
PUBLIC WORKS DEPARTMENT
CITY HALL
MEDFORD OR 97501

---

## STATEMENT

For engineering services noted on attached Progress Report No. 4.

| | |
|---|---|
| CH2M - through 4-24-79 | $25,900.00 |
| KEI - through 4-30-79 | 25,775.00 |
| Earned to Date | $51,675.00 |
| Less Previous Billings | 36,235.00 |
| AMOUNT DUE . . . . . . . . . . . . . . . . . . . . . | $15,440.00 |

I certify that the above statement is correct.

Jeffrey A. Webber
Project Manager

ecm

Previous Unpaid Invoices

| Invoice No. | Date | Amount |
|---|---|---|
| 029318 | 2/20/79 | $ 6,585.00 |
| 039366 | 3/14/79 | 12,945.00 |
| 049357 | 4/17/79 | 16,705.00 |

APPROVED FOR PAYMENT
CITY OF MEDFORD Date 5-16-79
TRAFFIC ENGINEERING DIVISION
CITY TRAFFIC ENGINEER

APPROVED
RESIDENT ENGINEER

REG. CONSTR. ENGR.

Corvallis Office
1600 S.W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330 503/752-4271 Cable: CH2M CVO

CH2M
HILL
engineers
planners
economists
scientists

# PROGRESS REPORT NO. 4
# SIGNAL DEMONSTRATION PROJECT
# FAUS PROJECT M-000C(5) MEDFORD

8 May 1979

This narrative report refers to tasks on the attached tabular summary.

## PRELIMINARY ENGINEERING

### TASK A1

CH2M HILL and KEI - Task previously completed.

### TASK A2

CH2M HILL and KEI - Task previously completed.

### TASK A3

CH2M HILL - Some final work on conditions at individual controller locations remains to be accomplished.

KEI - Task previously completed.

### TASK A4 THRU A7

CH2M HILL and KEI - Work on these tasks culminated in the preparation of the predesign report discussed in detail at the design review conference held in Salem, 11 April 1979. That report is being finaled once all decisions have been made on the various options presented.

## FINAL DESIGN

### TASK B1

CH2M HILL - Preparation of plan sheets for signal controller improvements are under way. Schedules require submittal of check prints by 30 May 1979 to complete entire project on time. Progress to date indicates that this may be a problem area.

KEI - Detector locations established. Display Map layout being prepared. Establishing communications requirements.

**Corvallis Office**
1600 S.W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330 503/752-4271 Cable: CH2M CVO

## TASK B2

CH2M HILL - Work has begun on specification format and required sections to control contractor workmanship on cabinet installations, detection loop installation, and interim traffic control.

KEI - Reviewed other control systems specifications. Final specifications being developed.

## GENERAL

The original schedule would call for the P,S,&E to be completed around 26 June 1979. The draft final plans and specifications are to be submitted 30 May 1979 to allow review prior to the 11 June meeting in Salem.

In all probability, the 30 May submittals will comprise approximately 80 percent of the final effort. The remainder will be submitted as completed. The best estimate that can be given as of this writing is that an extension to the contract of 30-45 days may be required.

Major delays have been related to reaching agreement on final system configurations and details to be included in the specification. The preliminary design report served a useful purpose of highlighting the decisions required, but resulted in placing work on plans and specifications on hold for 2-3 weeks.

Progress Report No. 4
May 1979

Signal Demonstration Project
FAUS Project M-000C(5) Medford

| Task | CH2M HILL Budgeted Amount | CH2M HILL Percent Complete | CH2M HILL Amount Due to 4/24/79 | Kubel Enterprises Budgeted Amount | Kubel Enterprises Percent Complete | Kubel Enterprises Amount Due to 4/30/79 |
|---|---|---|---|---|---|---|
| **Phase A - Preliminary Engineering** | | | | | | |
| 1. Evaluate local data base | $ 1,700 | 100 | $1,700 | $ 500 | 100 | $500 |
| 2. Identify data base deficiencies | 1,200 | 100 | 1,200 | 500 | 100 | 500 |
| 3. Collect additional data required for system design | 11,100 | 95 | 10,545 | 500 | 100 | 500 |
| 4. Determine desired system control parameters | 3,200 | 100 | 3,200 | 3,600 | 100 | 3,600 |
| 5. Establish preliminary system detector requirements | 2,500 | 100 | 2,500 | 2,800 | 100 | 2,800 |
| 6. Analyze system interconnection and alternatives | 1,700 | 100 | 1,700 | 2,500 | 100 | 2,500 |
| 7. Establish preliminary local and master software requirements necessary for system planning and design | 1,500 | 100 | 1,500 | 3,400 | 100 | 3,400 |
| **Phase B - Final Design** | | | | | | |
| 1. Prepare detailed contract-ready plans | 16,100 | 20 | 3,220 | 4,100 | 25 | 1,025 |
| 2. Prepare necessary contract-ready performance specifications | 7,100 | 5 | 335 | 21,900 | 50 | 10,950 |
| 3. Prepare itemized estimate of contract cost and schedule | 5,700 | -- | 0 | 2,700 | -- | 0 |
| Total | $51,800 | 50 | $25,900 | $42,500 | 61 | $25,775 |

OREGON

CITY OF MEDFORD
MEDFORD, OREGON 97501

MEDFORD'S SISTER CITY
ALBA, ITALY

OFFICE OF THE MAYOR

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO
Harwell
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-20
[illegible]

RECEIVED
DOT DIRECTOR
MAY 8 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

May 4, 1979

League of Oregon Cities
P. O. Box 928
Salem, Oregon 97308

Harwell -
did LOC ever
respond to this?
Larry

Attention: Mr. Steven Bauer, Director

Gentlemen:

This letter is a request that the League of Oregon Cities petition the Oregon Highway Commission to set aside certain federal funds for traffic signal control system implementation.

The City of Medford requests the support of the League of Oregon Cities in asking the Highway Commission to set aside 10% of the Federal-Aid funds under the 1978 Surface Transportation Act for construction of traffic signal control systems.

The City of Medford has a design project under way for a traffic signal computer system. Plans and specifications will be ready to go to construction bid in July 1979. The City had hoped to acquire construction funding under the Traffic Signal Demonstration Program; however, that was cancelled and incorporated into the 1978 Surface Transportation Act.

The City of Medford has worked very closely with the Oregon State Highway Division in preparing a set of signalization plans which could be the forerunners of a State of Oregon standard for signal computer control systems.

Under the 1978 Surface Transportation Assistance Act, up to 10% of the Federal-Aid System funds allocated to the State of Oregon may be utilized for traffic control signalization projects which facilitate and control traffic flow by construction, rehabilitation or reconstruction. A copy of FHWA Notice N5160.29 dated December 15, 1978, is attached.

As yet, we have no indication from the Highway Commission on how these Federal funds will be programmed. We urge your support in asking the State Highway Commission to allocate some of the Federal-Aid funds under the 1978 Act to signal control system implementation.

If you have any questions about the details of Medford's project, please contact Mr. Robert D. Kortt, City Traffic Engineer, Phone (503) 776-7485.

Very truly yours,

Al

Al Densmore
Mayor

ahf

P.S. This is important in our air quality strategy.

CC: Ron Bryant, President, LOC; Fred Klaboe, State Highway Engineer, E.D.Potts, State Senator

9340

GENERAL FILES

April 19, 1979

Mr. Al Densmore, Mayor
City Hall
Medford, OR 97501

105+-H

Dear Mr. Densmore:

Status
Computerized Signal Project
Medford

I wish to take this opportunity to thank you for helping to make our recent Transportation Commission meeting in your city a success and a rewarding experience.

At the meeting you asked about the status of an application for a grant to undertake a computerized signal system in your city. The grant application went back to Washington, D.C., with good supporting documentation and a favorable recommendation from us as well as the local offices of the Federal Highway Administration. However, there were $90 million worth of project applications for the $20 million in the program and we did not receive approval. That particular program has not been carried over in the new Surface Transportation Act so the only source of funding would be the normal federal aid programs. I believe this information has been passed on to your Traffic Engineer.

Thank you again for your recent hospitality.

Sincerely,

Larry W. Rulien, Assistant Director
Policy and Program Development

LWR:jh
cc: F. B. Klaboe
bc: H. S. Coulter
C. W. Head
E. S. Hunter
L. E. George
Alfred Shirley, Jr.

UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 14, 1978

In reply refer to: HEC.2-OR/520.6

SUBJECT: Traffic Control Signalization Demonstration Program FY 1978

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Manager
Technical Services Branch
Oregon Department of Transportation

We have been advised that projects for the subject demonstration program were selected on a nationwide basis by a Washington headquarters task force. Over $90 million worth of candidate projects were submitted for the $20 million of available funds. The entire $20 million was allocated to projects. We regret that neither the City of Medford nor the Portland-Oregon City section projects were selected. We were advised that these were also judged "good" projects and consideration should be given to funding them under regulat Federal-aid programs.

Please advise the City of Medford of the disposition of their proposed project.

Original Signed By
E. J. VALACH
Project Development
Engineer
G. L. Green

cc:
OSHD (LEGeorge)

ROSEBURG REGION
RECEIVED
FEB 22 1978

Glen Clark – will you please
send Bob Kortt a
copy.
LEG

9340

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 7

Roseburg, Oregon
April 10, 1979

FROM: J.E. CHRISTOPHERSON
Regional Service Engineer

TO: V. Skoog
Highway Controller
SALEM

SUBJECT: Traffic Signal Demonstration Project
FAUS M - 000C (5)
Jackson County
Progress Reports and Billings

Attached are progress reports and billings from CH2M Hill for engineering work on the subject project. Progress report and billing No. 1 covers the period from January 24, 1979 to January 31, 1979 and is for $6,585.00. Progress report and billing No. 2 is for the period January 31, 1979 to February 28, 1979 and is for $12, 945.00. Total to date is $19,530.00.

Approval has been noted by the City of Medford, the Monitoring Engineer and the Region Construction Engineer.

Please process for payment in accordance with agreements for this project.

JEC/ib
Attach.

cc: ✓Project Management

PROJECT MANAGEMENT

9340

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-15-78

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C(5)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80024

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

1054-A

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-15-78

FEDERAL ROUTE NUMBER Various FAU Routes

STATE ROUTE NUMBER City Street

GENERAL LOCATION: Medford Traffic Signal Project

GENERAL DESCRIPTION OF WORK: Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Consultant Agreement
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's letter of 12-05-78, I approve the Consultant Agreement with CH2M/Hill and Kubel Enterprises for preliminary engineering for a lump sum amount of $94,300 and you are authorized to proceed with the work covered by the agreement.

A signed copy of the agreement is returned herewith.

Swan
12-17

DATE 12-15-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hoosner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—828-787

9340

December 5, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
FROM: G. W. Wimer G. W. WIMER
Local Government Manager

SUBJECT: Oregon Project No. M-000C(5)
Consultant Engineering Agreement
Medford Traffic Signal Project
Jackson County

Presented herewith are two conformed copies of a proposed consultant agreement with CH2M/HILL, Inc., and Kubel Enterprises for subject project, and one copy of the pre-award audit report.

We request your review and approval now of the consultant agreement under the provisions of FHPM 6-1-2-2, authorization to proceed with the work by the consultant, and the return of one approved copy of the agreement for our files.

MCH:lml
Att.

cc: L. E. George
Jack Ayres, Region 3
D. E. Swan

Bp

9340

12-5-78

## CONSULTANT AGREEMENT

THIS AGREEMENT, made and entered into on this ___ day of __________, 19___, by and between the CITY OF MEDFORD, OREGON, hereinafter called "CITY," and the consulting firm of CH2M HILL, INC., in association with KUBEL ENTERPRISES, INC., whose CH2M HILL address is 1600 S.W. Western Boulevard, Corvallis, Oregon 97330, the location in the State of Oregon at which work will be available for inspection, hereinafter called "CONSULTANT." The STATE OF OREGON acting by and through its Department of Transportation, Highway Division, hereinafter called "STATE," together with the Federal Highway Administration, hereinafter called "FHWA," administers the federal aid funds.

### WITNESSETH

### RECITALS

1. CITY plans and proposes to prepare P.S.&E. plans and specifications for installation of a Model 170 microprocessor computer signal control system utilizing federal aid funds which have been made available for that purpose.

2. CITY does not have sufficient qualified engineering personnel to perform the required work within a reasonable time and CITY deems it advisable and desirable to engage the professional services and assistance of a qualified consulting engineering firm to perform the necessary engineering work.

3. CONSULTANT has represented, and by entering into this agreement now represents, that he is in full compliance with the statutes of the State of Oregon for registration of professional engineers and that all personnel assigned to the work required under this agreement are fully qualified to perform the work to which they will be assigned in a competent and professional manner.

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances contained herein below, the parties hereto agree as follows:

### I
### OBJECTIVE AND SCOPE OF WORK

The objective of this project is to provide complete design drawings and specifications ready to go to bid for installation of a Model 170 microprocessor computer signal control system. Such installation is intended to demonstrate through the use of technology not now in general use the capability of a Model 170 microprocessor signal control system to increase capacity of the existing street network, conserve fuel, decrease traffic congestion, improve air and noise quality, and further highway safety. The 59 signalized intersections to be initially included in this signal control system are listed in attached Exhibit "C", and by this reference made a part hereof.

The system shall consist of a central main master computer, submaster computers, local intersection microprocessors (Model 170) and emergency auxiliary backup capabilities.

The system shall be designed to use California quad five software with the following modifications:

1. Preemption as necessary.
2. Interconnect operation for a grid street system using nine cycle lengths, nine cycle splits, and one offset per cycle.

The scope of work shall include all services and materials necessary to accomplish the work as indicated below:

Provide the system planning, design, layout, plans, special provisions and estimate of cost for construction of the entire project.

Phase A - Preliminary Engineering. The preliminary engineering (system planning) shall include the following categories of effort:

1. Evaluate available local data base.
2. Identify data base deficiencies.
3. Collect additional data required for system design. The CITY shall provide necessary directional automatic traffic recorder volume counts and the CONSULTANT shall develop required intersection turning movement volumes.
4. Determine desired system control parameters.
5. Establish preliminary system detector requirements.
6. Analyze system interconnection and alternatives.
7. Establish preliminary local and master software requirements necessary for system planning and design.

Phase B - Final Design. The final design (preparation of plans, specifications, and estimates) shall include the following categories of effort:

1. Prepare detailed contract ready plans, including:
    a. Individual intersection controller quadrants.
    b. Intersection and system detectors.
    c. Central system master and submaster control equipment and facilities.
    d. Interconnect plan.
    e. Any required special details.
2. Prepare necessary contract ready performance specifications, including:
    a. Local and master hardware.
    b. Interconnection and interface.
    c. Central facilities and display equipment and submaster facilities.
    d. Hardware documentation and warranties.
    e. Detectors.
    f. Installation and conversion work sequence from existing system to new system.
3. Prepare itemized estimate of contract cost and schedule, including:
    a. Quantity takeoffs.
    b. Unit price determination.
    c. Detailed cost estimates.
    d. Contract time schedule.
4. The following general provisions shall govern the preparation of the P.S.&E. as appropriate to this project.
    a. Construction plans shall be prepared in conformance with standard practices of STATE for plans prepared by its own staff. Procedures shall be consistent with the provisions of the current editions of the various manuals pertaining to design published by the STATE.

b. Plans shall be prepared with such provisions and in such detail as to permit the convenient layout in the field for construction and other purposes within a degree of accuracy acceptable to CITY and STATE.

c. Plans shall be in such detail as to permit the development of an accurate estimate of quantities for the several pertinent items of work to be performed in the construction of the project.

d. The scales to be used, the lettering and general delineation of the plans, shall be such as will provide legible reproduction when the plans are reduced to one-fourth of their original size (50 percent reduction).

e. The minimum horizontal scale for the plans shall be "one inch equals 20 feet" for signalization plans.

f. Construction plans will consist of a title sheet, sheets showing the estimate of quantities, special details other than standard details available from STATE'S standard drawings, special layouts, and horizontal plans. They will be prepared on STATE standard plan sheets provided by the STATE.

g. Plans shall include complete details for the proposed signalization, as necessary. Plans shall show the pertinent existing physical features, surface and sub-surface facilities, as determined by field surveys or indicated on CITY or utility company records for the area included in the right-of-way.

h. Special provisions shall be prepared for items of work which are not covered by STATE'S "Standard Specifications for Highway Construction" as may be required to properly cover the work contemplated by the plans.

i. The quantities shall be divided into parts corresponding to the construction contracts or as otherwise designated by STATE. These quantities shall be as near as possible to the actual quantities. CONSULTANT shall apply to the computed quantities an estimated unit cost of construction.

j. The plans shall include sufficient referencing to permit the re-establishment of all necessary points to the satisfaction of CITY.

k. CONSULTANT shall prepare applications and obtain all necessary permits and licenses.

CONSULTANT shall perform all work necessary to complete the design of the project to conform with the policies and standards set forth in Section II, Design Criteria.

CONSULTANT shall prepare such information and studies as may be necessary, or as may be requested by STATE, in order to pass critical judgment on the features of the work. CONSULTANT shall make such minor changes, amendments or revisions in the details of the work as may be required by STATE. This item does not constitute an "Extra Work" item as related in Section VIII of the agreement. When alternates are being considered, CITY shall have the right of selection subject to STATE concurrence.

STATE and FHWA shall have the right to initiate conferences between CONSULTANT and CITY and to participate in the review and examination of the work in progress. CONSULTANT/CITY/STATE conferences shall be held at frequent intervals, as necessary, during the preliminary engineering and final design phases to facilitate close continuing coordination and agreement on all pertinent aspects of the project.

The plans and specifications shall be verified by a complete check by the CONSULTANT. CONSULTANT will be held responsible for the accuracy of the work, even though the work has been accepted by CITY.

STATE shall prepare the contract documents, advertise for bids and award construction contracts.

## II
## DESIGN CRITERIA

STATE, in cooperation with the CITY will designate the basic premises and criteria for the design. Reports and plans to the extent feasible, shall be developed in accordance with current design guides and standards adopted by the STATE. CONSULTANT shall use State procedures, standards, related specifications and forms as a guide in the development and prosecution of the project.

Standard drawings prepared by STATE and furnished to CONSULTANT shall be used. If additional standard drawings are required, they shall be reviewed and approved by the CITY and STATE.

## III
## ITEMS TO BE FURNISHED TO CONSULTANT BY CITY

CITY will furnish CONSULTANT copies of all pertinent plans, cross-sections, utilities, documents and traffic data which are available to CITY that will facilitate the system planning and design.

## IV
## DOCUMENTS TO BE FURNISHED BY CONSULTANT

The following documents, exhibits or other presentations for the work covered by this agreement shall be furnished by CONSULTANT to CITY upon completion of the various phases of the work. All such material, including photographic negatives used in the project, shall become and remain the property of CITY and may be used by it without restriction.

1. Two (2) copies of the completed contract drawings and specifications prepared from the work performed under this agreement.

2. Two (2) copies of the detailed estimate of cost of the work to be constructed.

3. One (1) set of all sheets comprising the set of contract plans on permanent scale stable reproducibles, together with one (1) copy of all reports, drawings, etc., appertaining thereto, plus an equal number of revised copies, if review discloses that revisions are necessary.

4. Five (5) copies of the special provisions to the Standard Specifications.

5. One (1) copy of the quantity and design computations for the work performed under this agreement.

## V
## TIME OF BEGINNING AND COMPLETION

CONSULTANT shall not begin work under the terms of this agreement until authorized in writing by CITY. The time required, in calendar days, for completion of all work under this agreement shall be 180 days following written authorization to proceed.

Established completion time shall not be extended because of any unwarranted delays attributable to CONSULTANT, but may be extended by CITY in the event of a delay attributable to CITY or because of unavoidable delays caused by an act of God or governmental actions or other conditions beyond the control of CONSULTANT.

Delays attributable to or caused by one of the parties hereto amounting to 20 days or more affecting the completion of the work may be considered a cause of renegotiation or termination of this agreement by the other party.

## VI
## PAYMENT
## (LUMP SUM)

CONSULTANT shall be paid by CITY for completed work and services rendered under this agreement as provided hereinafter. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work.

A. Payment for work accomplished under the terms of this agreement shall be a lump sum in the total amount of Ninety Four Thousand and Three Hundred Dollars, ($94,300).

B. CONSULTANT shall present bills directly to CITY for the cost of work performed under the terms of this agreement. CITY shall review, approve and forward to STATE all billings from CONSULTANT. All approved billings shall be paid directly to CONSULTANT by STATE, and STATE shall submit all claims for federal participation to the FHWA in the normal manner.

CONSULTANT may submit vouchers to CITY no more often than once per month during the progress of the work for partial payment for work completed to date. Such vouchers will be checked by CITY and payment will be made in the amount thereof as has been found to reasonably represent the value of the partially completed project less the amounts previously paid, until such time as all obligations have been fulfilled.

C. Final payment of any balance due CONSULTANT of the ultimate gross amount earned will be made promptly upon its ascertainment and verification by CITY after the completion of the work under this agreement and its acceptance by CITY and the receipt of the plans, maps, notes, reports and other related documents which are required to be furnished under this agreement. FHWA or STATE, through its duly authorized agents, may audit CONSULTANT'S records prior to payment of final billing and make any indicated adjustments to determine actual costs such as the provisional overhead rate.

D. The cost records and accounts pertaining to this agreement are to be kept available for inspection by representatives of CITY, STATE and FHWA for a period of three (3) years after final payment. Copies shall be made available upon request.

E. Payment for extra work performed under this agreement shall be paid as agreed to by the parties hereto in writing at the time extra work is authorized.

F. A short narrative progress report shall accompany each voucher for progress payment. The report shall include discussion of any problems and potential causes for delay.

## VII
## EMPLOYMENT

CONSULTANT warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for CONSULTANT, to solicit or secure this contract and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranting, CITY shall have the right to annul this agreement without liability, or in its discretion to deduct from the agreement price or consideration or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

Any and all employees of CONSULTANT, while engaged in the performance of any work or services required by CONSULTANT, under this agreement, shall be considered employees of CONSULTANT only and not of the CITY and any and all claims that may arise under the Workmen's Compensation Act on behalf of said employees, while so engaged and any and all claims made by a third party as a consequence of any negligent act or omission on the part of CONSULTANT's employees, while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of CONSULTANT.

CONSULTANT shall not engage, on a full or part-time basis, or other basis, during the period of the contract, any full time professional or technical personnel who are, or have been at any time during the period of this contract, in the employ of FHWA, STATE or CITY, except regularly retired employees, without written consent of the public employer of such person.

If during the time period of this agreement, CONSULTANT finds it necessary to increase his professional, technical, or clerical staff as a result of this work, he will actively solicit minorities through his advertisement and interview process.

During the performance of this agreement, CONSULTANT, for itself, its assignees and successors in interest, hereinafter referred to as "CONSULTANT," agrees as follows:

A. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

B. Nondiscrimination. CONSULTANT, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurement of materals and leases of equipment. CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix B of the Regulations.

C. Solicitations for Subcontracts, Including Procurement of Materials and Equipment. In all solicitations, either by competitive bidding or negotiation made by CONSULTANT for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by CONSULTANT of CONSULTANT'S obligations under this agreement and Regulations relative to nondiscrimination on the ground of race, color, sex or national origin.

D. Information and Reports. Consultant will provide all information and reports required by regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by STATE or FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of CONSULTANT'S noncompliance with the nondiscrimination provisions of the agreement, STATE shall impose such agreement sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to CONSULTANT under the agreement, until CONSULTANT complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

F. Incorporation of Provisions. Consultant will include the provisions of paragraphs "A" through "F" of this section in every subcontract, including procurements of materials and leases of equipment, unless exempt of Regulations, order, or instructions issued pursuant thereto. CONSULTANT will take such action with respect to any subcontract or procurement as STATE or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided however, that, in the event CONSULTANT becomes involved in, or is threatened with litigation with a subcontractor or supplier as a result of such direction, CONSULTANT may request STATE to enter into such litigation to protect the interests of STATE, and, in addition, CONSULTANT may request the United States to enter into such litigation to protect the interests of the United States.

## VIII
## CHANGES IN WORK

CONSULTANT shall make such revisions in the work included in this agreement which has been completed, as are necessary to correct errors or omissions appearing therein, when required to do so by CITY, without additional compensation therefore.

Should CITY find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof revised, other than minor revisions within the scope of the work, CONSULTANT shall make such revisions, if requested and directed by CITY in writing. This work shall be considered as extra work and will be paid for as provided in Section VI. All extra work shall be submitted as a supplement to the basis agreement and have approval by STATE and FHWA before the work is undertaken in order to become eligible for federal participation.

## IX
## TERMINATION OF AGREEMENT

A. This agreement may be terminated by either party thereto upon not less than ten (10) days written notice to the other party of such termination.

B. In the event of the death of a member, partner, or officer of CONSULTANT, or any of its supervisory personnel assigned to the project, the surviving members of CONSULTANT hereby agree to complete the work under the terms of this agreement, if requested to so do by CITY. This section shall not be a bar to renegotiations of this agreement between surviving members of CONSULTANT and CITY, if CITY so chooses.

C. In the event this agreement is terminated under any of its terms prior to completion of the work, a final payment shall be made to CONSULTANT which, when added to any payments previously made, shall total the same percentage of the amount which would have been due if the work had been fully completed as the work completed at the time of termination bears to the total work required under this agreement.

The same basis for estimating the costs set forth in Exhibit "A" shall be used for work uncompleted to estimate the total money that would have been due if all work had been completed. If the total accumulated payments made to CONSULTANT prior to notice of termination exceeds the total amount that would be due computed as set forth hereinabove, then no final payment shall be due and CONSULTANT shall immediately reimburse CITY for any excess paid.

D. In the event this agreement is terminated prior to completion of the work, the original copies of all plans, prints, drawings and field notes prepared by CONSULTANT prior to termination shall become the property of CITY.

## X
## DISPUTES

Any dispute concerning a question of fact in relation to the work not disposed of by agreement between CONSULTANT and CITY shall be referred for determination to the State Highway Engineer, whose decision in the matter shall be final and conclusive on the parties to this agreement.

## XI
## INDEMNITY

CONSULTANT shall comply with all Federal, STATE, and local laws and ordinances applicable to the work to be done under this agreement.

CONSULTANT hereby agrees to hold FHWA, STATE and CITY harmless from all claims, demands or suits at law or equity, of whatever nature brought against those parties arising from CONSULTANT'S negligent performance of the provisions of this agreement. This indemnity provision shall not require the CONSULTANT to indemnify FHWA, STATE or CITY against any action based solely on the alleged negligence of FHWA, STATE or CITY.

CONSULTANT shall secure regular Public Liability and Property Damage Insurance Coverage in the amount of $100,000 for death or injury to any one person and $300,000 for death or injury to two or more persons in any one occurrence and $50,000 for property damage in any one occurrence with any aggregate property damage coverage of $100,000 for two or more occurrences from an insurance company authorized to do business in the State of Oregon.

## XII
## SUBLETTING OR ASSIGNING OF CONTRACTS

CONSULTANT shall not sublet or assign any of the work covered by this agreement without the express written concent of CITY.

## XIII
## ENDORSEMENT OF PLANS

CONSULTANT shall place his official endorsement on all plans, specifications, estimates or any other engineering data furnished by him.

## XIV
## CERTIFICATION

The "Certification of Consultant" and "Certification of Agency Official" attached hereto, marked Exhibit "B", and by this reference made a part hereof.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. CITY officials have acted in this matter pursuant to Ordinance or Resolution No. 3508 adopted by its City Council on the 19th day of October, 1978.

CONSULTANT, by and through
its Company Officers

Firm CH2M HILL, INC.
By Douglas C. Sterlin

CONCURRENCE

OSHD D.H. Moehring
Date 12-5-78

CITY OF MEDFORD, by and through
its City Officials

By Al Densmore
By
By

ATTEST
Emily H. Kuklian
City Recorder

EXHIBIT "A"

## ANALYSIS OF FEE FOR ENGINEERING SERVICES
## (CH2M HILL, INC.)

| | | |
|---|---|---|
| Direct Salary Cost | | $16,199.96 |
| Overhead Cost (including payroll additives) @ 143.9% | | 23,311.74 |
| Subtotal | | $39,511.70 |
| Net Fee | | $ 5,926.76 |
| Direct Non-Salary Costs: | | |
| a. Travel and Per Diem | $4,145.00 | |
| b. Reproduction Expenses | 1,100.00 | |
| c. Computer Expense | ~~540.00~~ 570.00 | |
| d. Communications | 220.00 | |
| Subtotal Expenses | $6,035.00 | |
| Subtotal | | $51,473.46 |
| Lump Sum Fee | | $51,800.00 |

## EXHIBIT "A"

## ANALYSIS OF FEE FOR ENGINEERING SERVICES
(Kubel Enterprises, Inc.)

| | | |
|---|---|---|
| Direct Salary Cost | | $15,439.76 ~ |
| Overhead Cost (including payroll additives) 124.1% ~ | | 19,160.74 ~ |
| Subtotal | | $34,600.50 ~ |
| Net Fee | | $ 5,190.08 |
| Direct Non-Salary Costs: | | |
| a. Travel and Per Diem | $2,590.00 ~ | |
| Subtotal Expenses | $2,590.00 | |
| Subtotal | | $42,380.58 ~ |
| Lump Sum Fee | | $42,500.00 ~ |

EXHIBIT "A"

## CH2M HILL, INC.
## 1977 Overhead Expense Detail (Estimated)

| Overhead Expense Type | Percent of Direct Labor | |
|---|---|---|
| **Salary Overheads** | | |
| Payroll Taxes | 10.2 | |
| Vacation, Holiday and Sick Pay | 16.4 | |
| Group Insurance and Miscellaneous | 6.0 | |
| Pension Plan | 2.9 | |
| Total Salary Overheads | | 35.5% |
| **General and Administrative Overheads** | | |
| Indirect Salaries | 63.7 | |
| Buildings and Equipment | 38.4 | |
| Taxes, Licenses and Insurance | 6.2 | |
| Professional Services | 11.3 | |
| Travel and Subsistence | 13.3 | |
| Office Supplies and Expenses | 12.1 | |
| Professional Education | 2.3 | |
| Recruiting Costs | 1.8 | |
| Printing and Computer | 23.7 | |
| Expenses Charged Out | (56.5) | |
| Total General and Administrative | | 116.3% |
| TOTAL OVERHEAD EXPENSES | | 151.8% |

## EXHIBIT "A"

## ALLOWABLE OVERHEAD EXPENSES

As defined in Federal Procurement Regulations
(41 CFR1-15.2)

| | |
|---|---|
| Salary Overheads | No adjustments |
| Unallowable General and Administrative Overheads | |
| Income taxes | 3.0 |
| Interest | 2.5 |
| Contributions | .5 |
| Bad Debt Reserve | .7 |
| Entertainment | .6 |
| Club Dues | .2 |
| Advertising | .2 |
| Total Unallowable General and Administrative Overheads | 7.7% |
| Allowable Overhead Expenses | |
| Salary Overheads | 35.5 |
| General and Administrative Overheads (116.3 - 7.7) | 108.6 |
| TOTAL ALLOWABLE OVERHEAD EXPENSES | 144.1% |

NOTE: The 1977 estimate for Salary overhead and General and Administrative overhead totals has been audited in the aggregate and approved by the Defense Contract Audit Agency as a Forward Pricing Rate Agreement (ASPR 3-807.12). The individual overhead amounts have been estimated based on the same proportions as existed in the year 1976.

The 1978 estimate for Salary overhead and General and Administrative overhead totals has been audited by the Defense Contract Audit Agency and approved for use on all projects fully or partially funded by Federal agencies. The approved rates for 1978 are: Salary overheads - 33.9%; General and Administrative overheads - 111.0%; for a total allowable overhead of 143.9%.

## EXHIBIT "A"

## KUBEL ENTERPRISES, INC.
## 1978 Overhead Expense Detail (Estimated)

| Overhead Expense Type | Percent of Direct Labor | |
|---|---|---|
| **Salary Overheads** | | |
| Payroll Taxes | 10.0 | |
| Vacation, Holiday and Sick Pay | 10.6 | |
| Group Insurance and Miscellaneous | 6.0 | |
| Total Salary Overheads | | 26.6% ~ |
| **General and Administrative Overheads** | | |
| Indirect Salaries | 52.0 | |
| Building and Equipment | 10.0 | |
| Taxes, Licenses and Insurance | 3.0 | |
| Professional Services | 3.0 | |
| Travel and Subsistence | 10.0 | |
| Office Supplies and Expenses | 8.0 | |
| Recruiting Costs | 1.5 | |
| Computer and Supplies | 10.0 | |
| Total General and Administrative | | 97.5% ~ |
| TOTAL OVERHEAD EXPENSES | | 124.1% ~ |

NOTE: This is a preliminary estimate based on no historical data being available.

EXHIBIT "A"

## BREAKDOWN OF DIRECT SALARY AND DIRECT NON-SALARY COST
(CH2M HILL, INC.)

### Direct Salary Cost

| Personnel | 1978 Man Hours | 1978 Rates of Pay | 1979 Man Hours | 1979 Rates of Pay | 1978-1979 Total Estimated Cost |
|---|---|---|---|---|---|
| Engineer 6 | 20 | $15.68 | 100 | $17.25 | $2,038.60 |
| Engineer 5 | 48 | 13.46 | 312 | 14.81 | 5,266.80 |
| Engineer 3 | 24 | 10.44 | 236 | 11.48 | 2,959.84 |
| Technician 4 | 16 | 9.17 | 124 | 10.09 | 1,397.88 |
| Technician 3 | 12 | 8.05 | 108 | 8.86 | 1,053.48 |
| Technician 2 | 32 | 6.76 | 248 | 7.44 | 2,061.44 |
| Technical Aide | 16 | 4.47 | 104 | 4.92 | 583.20 |
| Office | 16 | 4.81 | 144 | 5.29 | 838.72 |
| | | | | TOTAL | $16,199.96 |

### Direct Non-Salary Cost

| Travel and Per Diem | 1978 | 1979 | |
|---|---|---|---|
| Per Diem | 2 weeks @ $200.00 | 7 weeks @ $225.00 | $1,975.00 |
| Air Travel | 2 trips @ $115.00 | 8 trips @ $115.00 | 1,150.00 |
| Company Cars | 750 miles @ $0.17 | 5,250 miles @ $0.17 | 1,020.00 |
| | | TOTAL | $4,145.00 |

### Office and Equipment

| Item | 1978 | 1979 | |
|---|---|---|---|
| Computer Expense | $ 30.00 | $ 540.00 | $ 570.00 |
| Reproduction Expenses | 100.00 | 1,000.00 | 1,100.00 |
| Communications | 20.00 | 200.00 | 220.00 |
| | | TOTAL | $1,890.00 |

## EXHIBIT "A"

## BREAKDOWN OF DIRECT SALARY AND DIRECT NON-SALARY COST
(Kubel Enterprises, Inc.)

Direct Salary Cost (Rates from 1 July 1978 to 30 June 1979)

| Personnel | Man Days | Rates of Pay | Estimated Cost |
|---|---|---|---|
| Les Kubel | 44 | $139.28 | $6,128.32 |
| Gerald Bloodgood | 49 | 114.96 | 5,633.04 |
| Technical Support | 38 | 96.80 | 3,678.40 |
| | | TOTAL | $15,439.76 |

Direct Non-Salary Cost

| | |
|---|---|
| Per Diem - 4.2 weeks at $250 | $ 1,050 |
| Air Travel - 14 trips at $110 | 1,540 |
| TOTAL | $ 2,590 |

EXHIBIT "B"

## CERTIFICATION OF CONSULTANT

I hereby certify that I am Director, Transportation Projects and duly authorized representative of the firm of CH2M HILL, Inc., whose address is 1600 S.W. Western Boulevard, Corvallis, Oregon 97330, and that neither I nor the above firm I here represent has:

(a) Empolyed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation or consideration of any kind for, or in connection with procuring or carrying out the contract, except as here expressly stated (if any):

I further certify that the firm I hereby represent is authorized to do business in the State of Oregon and that the firm is in full compliance with the requirements of the Board of Engineering Examiners.

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, U.S. Department of Transportation, in connection with this contract involving participation of Federal aid funds and is subject to applicable state and Federal laws, both criminal and civil.

January 25, 1978 — Date

Douglas C. Sterling — Signature

## EXHIBIT "B"

## CERTIFICATION OF CONSULTANT

I hereby certify that I am Vice President and duly authorized representative of the firm of Kubel Enterprises, Inc., whose address is 6650 Belleau Wood Lane, Sacramento, California 95822, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person (other that a bona fide employee working solely for me or the above consultant) any fee, contribution, donation or consideration of any kind for, or in connection with procuring or carrying out the contract, except as here expressly stated (if any):

I further certify that the firm I hereby represent will comply with the required laws and obtain the necessary licenses to do business in the State of Oregon and that the firm will be in full compliance with the requirements of the Board of Engineering Examiners.

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, U.S. Department of Transportation, in connection with this contract involving participation of Federal aid funds and is subject to applicable state and Federal laws, both criminal and civil.

January 25, 1978
Date

Leslie L. Kubel
Signature

EXHIBIT "B"

## CERTIFICATION OF AGENCY OFFICIAL

I hereby certify that I am the Agency Official of the City of Medford, Oregon and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay or agree to pay to any firm, person and organization any fee, contribution, donation or consideration of any kind, except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished the Federal Highway Administration, U.S. Department of Transportation, in connection with this contract involving participation of federal aid highway funds and is subject to applicable state and federal laws, both criminal and civil.

10/20/78
Date

John R. Thomson
Signature

## EXHIBIT "C"

## SIGNALIZED INTERSECTIONS TO BE INITIALLY INCLUDED IN THE MODEL 170 SIGNAL CONTROL SYSTEM

1. Riverside Avenue and 12th Street
2. Riverside Avenue and 10th Street
3. Riverside Avenue and 8th Street
4. Riverside Avenue and Main Street
5. Riverside Avenue and 6th Street
6. Riverside Avenue and 4th Street
7. Riverside Avenue and Jackson Street
8. Riverside Avenue and Edwards Street
9. Riverside Avenue and Manzanita Street
10. Riverside Avenue and McAndrews Road
11. Court Street and McAndrews Road
12. Court Street and Edwards Street
13. Central Avenue and Jackson Street
14. Central Avenue and 4th Street
15. Central Avenue and 6th Street
16. Central Avenue and Main Street
17. Central Avenue and 8th Street
18. Central Avenue and 9th Street
19. Central Avenue and 10th Street
20. Central Avenue and 12th Street
21. Main Street and Crater Lake Avenue
22. Main Street and Hawthorne Avenue
23. Main Street and Bartlett Street
24. Main Street and Front Street
25. Main Street and Fir Street
26. Main Street and Grape Street
27. Main Street and Holly Street
28. Main Street and Oakdale Avenue
29. Main Street and Orange Street
30. Main Street and Hamilton Avenue
31. Main Street and Columbus Avenue
32. 8th Street and Hamilton Avenue
33. 8th Street and Orange Street
34. 8th Street and Oakdale Avenue
35. 8th Street and Ivy Street
36. 8th Street and Holly Street
37. 8th Street and Grape Street
38. 8th Street and Front Street
39. 10th Street and Oakdale Street
40. 6th Street and Grape Street
41. Jackson Street and Biddle Road
42. Jackson Street and Hawthorne Avenue
43. Crater Lake Avenue and Jackson Street
44. 6th Street and Front Street
45. 4th Street and Front Street
46. 4th Street and Bartlett Street

## EXHIBIT "C"

47. Crater Lake Highway and Rogue Valley Highway
48. Crater Lake Highway and Interstate 5
49. Crater Lake Highway and Medford Mall
50. McAndrews Road and Medford Mall
51. Riverside Avenue and Ohio
52. Court Street and Ohio
53. Table Rock Road and Rogue Valley Highway
54. Barnett Road and Highland Drive
55. Barnett Road and Interstate 5 Northbound Offramp (Alba Drive)
56. Barnett Road and Interstate 5 Southbound Offramp (Stewart Avenue)
57. Barnett Road and K Mart Plaza
58. Barnett Road and Riverside Avenue
59. Stewart Avenue and Riverside Avenue

## ORDINANCE NO. 3508

AN ORDINANCE authorizing the mayor and city recorder to execute an agreement with CH2M HILL, INC., Consulting Firm, in association with KUBEL ENTERPRISES, INC., for the purpose of preparing plans and specifications for a computer signal control system in the city of Medford.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

That the mayor and city recorder are authorized to sign in behalf of the city of Medford an agreement with CH2M HILL, INC., Consulting Firm, in association with KUBEL ENTERPRISES, INC., for the purpose of preparing plans and specifications for a computer signal control system in the city of Medford on the terms and conditions set forth in said agreement, a copy of which is attached hereto, marked Exhibit "A", and by this reference incorporated herein.

PASSED by the Council and signed by me in open session in authentication of its passage this 19th day of October, 1978.

ATTEST: Emily H. Kirkham
City Recorder

Al Densmore
Mayor

APPROVED October 20, 1978.

Al Densmore
Mayor

STATE OF OREGON )
) ss.
COUNTY OF JACKSON )

I, Emily H. Kirkham, Recorder of the City of Medford, Oregon, do hereby certify that I have prepared the foregoing copy of Ordinance No. 3508, have carefully compared the same with the original thereof on file in my office, and that it is a correct, true and complete transcript therefrom and of the whole thereof.

Dated at Medford, Oregon, this 20th day of October 1978.

Emily H. Kirkham
City Recorder

9340

12-4-78

MEMO TO FILE

Mainot C. Holmes

Local Government Consultant Agreement
Medford Traffic Signals
City-Wide
City of Medford & CH2M/Hill, Inc.

This agreement has been subjected to the required pre-award audit and selection procedure evaluation. Accounting recommends approval as submitted.

Following OSHD signature of [redacted] concurrence, two copies will be submitted for FHWA approval and authorization to proceed.

Attach: 2 copies for signature.

9340

STATE OF OREGON
HIGHWAY ACCOUNTING

**INTEROFFICE MEMO**

**TO:** Gerald W. Wimer, Manager
Local Governments

**DATE:** November 28, 1978

**FROM:** Vernon E. Skoog
Controller

**SUBJECT:** Pre-award Evaluation
City of Medford/CH2M-Hill & Kubel
Traffic Signal Control System

As requested by your memo dated November 20, and as required by FHPM 74-4, we have reviewed the accounting provisions of the subject proposal.

We recommend approval as submitted.

DWJ:njc

cc: D. W. Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPE ☐
DEC 1 1978
File: PM FA
LG OP
TAA SHolmes

STATE OF OREGON
HIGHWAY ACCOUNTING

**INTEROFFICE MEMO**

TO: Vernon E. Skoog
Controller

DATE: November 28, 1978

FROM: Dettmar W. Jones
Staff Auditor D.W. Jones

SUBJECT: Pre-award Evaluation
City of Medford/CH2M-Hill & Kubel
Traffic Signal Control System

## Definition Statement

Mr. Wimer's request for this evaluation, dated November 20, explains that an earlier proposal by the same consultants evaluated on February 23 was rejected by FHWA.

City of Medford proposes to employ CH2M-Hill Inc., and Kubel Enterprises as associated consultants to prepare PS&E plans and specifications for the installation of a "System 170" microprocessor computer signal control system. Payment is to be a lump sum, $94,300.

## Analysis

Exhibit "A" itemizes the various components of this cost figure. CH2M-Hill will earn a lump sum of $51,800 and Kubel Enterprises a lump sum of $42,500. Most costs appear to be reasonable, allocable and eligible for participation in federal funding. The arithmetic is correct.

We have justification from City for its selection of both of the consultants. As a factor in the selection of Kubel, particularly, some consideration should be given to the consistently higher direct salary rates quoted by comparison with those of CH2M-Hill. If Kubel is truly so new a business as to have "no historical data available" to support an overhead rate of 124.1%, an audit would be necessary. Section VIC, Payment, allows such an audit and adjustment of the lump sum prior to payment of the final billing, even though this is not usually done.

## Conclusion

I recommend approval of the proposed Agreement.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: G. W. Wimer ✓
R. J. Hacek

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

November 3, 1978

~~Mr. Robert Kortt~~
~~City Traffic Engineer~~
~~City of Medford~~
~~Medford, Oregon 97501~~

NOTED
G.L.C.

Dear Mr. Kortt:

This will acknowledge receipt of three signed copies of the revised consultant agreement between CH2M-Hill, in association with Kobel Enterprises and the City of Medford, two copies of a city ordinance authorizing execution of the agreement and a copy of attachment "A" depicting the latest affected intersections by jurisdiction for the FAUS Traffic Signal Demonstration Project, M-000C (5) in the City of Medford.

By copy of this letter I am forwarding these documents to the Traffic Section in Salem for further processing. ✓

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal Aid Engineer

NOTED
L. L. G. [illegible]

JA/lb
Attach.

cc ~~Bud George~~ ✓
D.H. Moehring
Bill Maude
George Thornton

RECEIVED
NOV 8 1978
TRAFFIC ENGINEERING

CITY OF MEDFORD
MEDFORD, OREGON 97501

PUBLIC WORKS DEPARTMENT

TELEPHONE: (503) 776-7485

October 30, 1978

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Jack Ayres, Federal Aid Engineer

Subject: FAUS Traffic Signal Demonstration Project
Project M-000C(5)

Gentlemen:

Enclosed herewith are three copies of the third revised contract for preparation of preliminary plans and specifications, engineering, and final design for the Medford signal control system.

A copy has been signed by the City of Medford as authorized by ordinance No. 3508 dated October 20, 1978. Two copies of Ordinance No. 3508 are also included.

Incorporated into the provisions of this revised contract are all items agreed to at the October 2, 1978, meeting in the Oregon Highway Division offices in Salem. It is our understanding that these revised provisions represented all final comments to formal execution of this contract that have been presented by the Federal Highway Administration, the Oregon Highway Division and the City of Medford.

The revised contract represents an expanded scope of services in some areas. In addition, it now includes the traffic signal system interconnecting 59 intersections as compared to the original 46 intersection system.

The discussion at the October 2, 1978, meeting indicated general consensus that formal approval to proceed with work on this project should be received during 1978. Accordingly, time and cost data presented in Exhibit A to the contract have been appropriately estimated between project activity during 1978 and 1979.

I trust that this revised contract is in accordance with your understanding of the October 2, 1978, meeting. We look forward to early approval of this revised contract so that signal system preliminary plans and specifications can be available to the City of Medford at the earliest opportunity to facilitate approval of Federal traffic control signalization demonstration program funds for signal implementation.

Also included is Attachment A which is an itemized list of the 59 intersections to be initially placed on the computer system. The list also identifies those intersections which are on the FAUS system, the State Highway system and off-system intersections.

Thank you for your cooperation and service.

Very truly yours,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
Atch.

## FAUS Traffic Signal Demonstration Project
## No. M-000C(5)

## ATTACHMENT A

Signalized intersections to be initially included in the Model 170 signal control system. Total of 59 intersections.

The following intersections intersect at least one street which is on the FAUS system:

(1) Riverside Avenue and 10th Street
(2) Riverside Avenue and 8th Street
(3) Riverside Avenue and Main Street
(4) Riverside Avenue and 4th Street
(5) Riverside Avenue and Jackson Street
(6) Riverside Avenue and McAndrews Road
(7) Court Street and McAndrews Road
(8) Central Avenue and Jackson Street
(9) Central Avenue and 4th Street
(10) Central Avenue and 10th Street
(11) Main Street and Crater Lake Avenue
(12) Main Street and Hawthorne Avenue
(13) Main Street and Front Street
(14) Main Street and Oakdale Avenue
(15) Main Street and Columbus Avenue
(16) 8th Street and Oakdale Avenue
(17) 8th Street and Front Street
(18) 10th Street and Oakdale Avenue
(19) Jackson Street and Biddle Road
(20) Jackson Street and Hawthorne Avenue
(21) Crater Lake Avenue and Jackson Street
(22) 6th Street and Front Street
(23) 4th Street and Front Street
(24) 4th Street and Bartlett Street
(25) Table Rock Road and Oregon Highway 99
(26) Barnett Road and Highland Drive
(27) Barnett Road and I-5 northbound off-ramp
(28) Barnett Road and Stewart Avenue
(29) Barnett Road and K-Mart Plaza
(30) Barnett Road and Riverside Avenue
(31) Stewart Avenue and Riverside Avenue
(32) McAndrews Road and Medford Mall

The following intersections intersect a State primary highway with a City "off-system" street:

(1) Riverside Avenue and 12th Street
(2) Riverside Avenue and 6th Street
(3) Riverside Avenue and Edwards Street
(4) Riverside Avenue and Manzanita Street
(5) Court Street and Edwards Street
(6) Central Avenue and 6th Street
(7) Central Avenue and 9th Street

(8) Central Avenue and 12th Street
(9) Main Street and Bartlett Street
(10) Main Street and Fir Street
(11) Main Street and Grape Street
(12) Main Street and Holly Street
(13) Main Street and Orange Street
(14) Main Street and Hamilton Avenue
(15) 8th Street and Hamilton Avenue
(16) 8th Street and Orange Street
(17) 8th Street and Ivy Street
(18) 8th Street and Holly Street
(19) 8th Street and Grape Street

The following are intersections of two State primary routes or primary-interstate route:

(1) Central Avenue and Main Street
(2) Central Avenue and 8th Street
(3) Crater Lake Highway and Rogue Valley Highway
(4) Crater Lake Highway and I-5 southbound off-ramp

The following are street intersections of a State primary route and an intersection to be signalized by a regional shopping center development:

(1) Riverside Avenue and Ohio Street
(2) Court Street and Ohio Street
(3) Crater Lake Highway and main entrance to shopping center

The following intersection is the intersection of two "off-system" City streets:

(1) 6th Street and Grape Street.

9340

# PROJECT MANAGEMENT OFFICE MEMO

Date 9-12-78

Subject Melford Consulting Agreement File No. Traffic Study

Received (call) ~~(visit)~~ from Bud George

Address

Made (call) (visit) to Phone 6537

Reason for contact and general discussion:

Traffic has held several recent meetings
Agreement reached to study special equipment
Means agreement needs revision
Feds sent it to him for " . He has penciled changes
Asks that we send to Jack Ayres:

1) Further negotiation w/ City & Consultant (Changing Fees)
2) To put agreement in final form
3) Not urgent but his changes ~~complete~~ complete enough for Ayres to follow through with

Signature S. Kimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGF OPF FAF CCF OM Other

Sent 9-12-78

cc Jack Ayres w/
1) Three copies original agreement
Two complete & the partial one marked w/ Georges notes
2) Three support sheets
TAA

---

ROUTING SLIP Date: 9/7/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems ([illegible])
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
[✓ Traffic Support Services]
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

RECEIVED
SEP 8 1978
TRAFFIC ENGINEERING

ATTENTION: Glen Clark

FROM: FHWA OREGON DIVISION

Per our conversation

NOTED
DWAYNE HOFSTETTER

Form 81-731-0022

7340

**OREGON STATE HIGHWAY DIVISION**

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Medford
City Hall
Medford, Oregon 97501

Attention of Mr. Robert Kortt
Traffic Engineer

Request No. (assigned by staff engineer or head of section) CC 1870

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Preliminary Engineering Advance Deposit $5,305.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $800.00 | |
| | | To be transferred to State Highway Funds for Preliminary Engineering on the upgrade Traffic Signals City wide Project. | | $4,505.00 |
| | | Agreement No. 6350 | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 5,305.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 315-1953-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9340

CITY OF MEDFORD
OREGON

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7483

July 6, 1978

Mr. G. W. Wimer
Local Government Manager
Oregon State Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Subject: FAUS Traffic Signal Demonstration Project
Project No. M-000C(5)

Dear Mr. Wimer:

Enclosed herewith is City of Medford check No. 007303 in the amount of $5,305.00.

Your letter of June 8, 1978, indicated that the City's share would be $1,775.00. However, that was based on a total preliminary engineering project of $25,000.00. The total estimated cost of this project is now $74,500.00 which is reflected in the enclosed check of $5,305.00.

This was confirmed in a telephone call June 15, 1978, with Mr. Glen Clark of the Traffic Engineering Division.

If there are any questions or comments, please advise.

Yours very truly,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
CC: Glen Clark

7-10-78
Check to Finance
w/copy of Rev. AD #445
✓
Notified Jack Ayres

W
✓ V. Fouge (R) M
Zehner
Hildebrandt

9340

June 8, 1978

City of Medford
City Hall
Medford, OR 97501

Attn: Robert Kortt
Traffic Engineer

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Urban System project to Upgrade Traffic Signals Citywide.

Financial sharing of the preliminary engineering is:

| | | |
|---|---|---|
| Total P.E. | ~~$25,000~~ | $74,500 |
| Federal Funds | ~~21,450~~ | 63,890 |
| Balance | ~~$ 3,550~~ | 10610 |
| Local Share: | | $5,305 |
| 50% of ~~$3,550~~ $10,610 = | ~~$ 1,775~~ $5,305 | |

Please make your check in the amount of ~~$1,775~~ $5,305 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

G. W. Wimer
Local Government Manager

GEZ:lml

bc w/AD #445: Vern Skoog - Please return completed AD #445
when check is received.
Region 3 Federal Aid Engineer

REVISED 6-15-78
COPIES SENT TO SKOOG & REG. 3

Form 81-734-1382 (4/77)

AD 445

OREGON STATE HIGHWAY DIVISION

## NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

**ACCOUNTING USE ONLY**

Reference ______ (1-11)
Invoice No. ______ (12-17)
Date of Deposit ______ (18-23)
Sort Key ______ (24-26)

Depositor Medford, City of (27-58)
Amount ~~$1,775.00~~ 5,305.00 (59-67)

Project Name or Purpose Upgrade Traffic Signals City-wide (18-49)

Contract No. ______ (50-53) Agreement No. 6350 (54-58)

Prefixes 315-1953 (59-65) ______ (66-72) ______ (73-79)

Federal Aid Project, Right of Way File, or Other ID No. M-000C(5) (18-37)

Section Responsible for Monitoring Project Region 3 (38-52)

Section Responsible for Billing Project Local Programs Unit (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

**ACCOUNTING USE ONLY**
3) Other ☐

Estimated Completion Date April 1979 (69-74)

REMARKS: Preliminary Engineering advance deposit for Urban System project.
City will pay 7% of participating plus 100% of non-participating costs.

Region ______ District ______
Section Local Programs Unit Submitted by Gary E. Zehner Date 6-2-78
Gary E. Zehner

Received in Accounting by ______ Date ______

9340

ROBERT W. STRAUB
GOVERNOR

**Oregon State Highway Division**

HIGHWAY BUILDING, SALEM, OREGON 97310

May 22, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Constlant Engineering Agreement
Project No. M-000C(5)
Medford Traffic Signal Project
Jackson County

Enclosed are two copies of a Consultant Engineering Agreement with CH2M Hill Inc. and Kubel Enterprises for the subject project.

We request the following:

1) Pre-award review and approval of the agreement under the provisions of FHPM 6-1-2-2.

2) Approval of the enclosed copies of the consultant agreement concurrent with (1) above and the return of one approved copy for our files.

3) Authorization to proceed with work by the consultant at an estimated total cost of $74,500 with an obligation of $63,890 in federal funds.

Authorization to proceed as requested will require an additional obligation of $45,450 in federal funds.

CL:dmc
Enc.
cc: M. Holmes ✓

W

M R

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9340

MEMO TO FILE

5-16-78

Mainor C. Holmes

Local Government Consultant Agreement
Traffic Signal Demonstration Program
Citywide
City of Medford and CH2M/Hill

Subject agreement has been subjected to the required pre-award audit and selection procedure evaluation, and all suggested revisions have been incorporated.

Following OSHD signature of concurrence, two copies will be submitted for FHWA approval and authorization to proceed.

5/16
2 copies to Cliff Saux for FHWA approval.
Mainor

9340

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

May 12, 1978

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Subject: FAUS Traffic Signal Demonstration Project
No. M-000C(5)

Dear Mr. Shirley:

Enclosed herewith are three copies of the second revised consultant agreement for preparation of plans and specifications for the above referenced project.

The consulting firm of CH2M Hill has revised the contract to reflect certain changes and modifications as requested by the State Highway Division per your letter of April 28, 1978.

The City of Medford is in concurrence with your suggestions which are reflected herein.

Thank you for your cooperation and service.

Very truly yours,

Robert D. Kortt
Robert D. Kortt
City Traffic Engineer

ahf
Atch. 3

ROSEBURG REGION
RECEIVED
MAY 15 1978

|  |  |  |  |  |
|---|---|---|---|---|
| [✓ RE] | ME | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| ENV | [✓ PAE] | [illegible] | SEC |  |

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

April 28, 1978

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

The consultant agreement for the Medford Central Business District signal demonstration project has been reviewed by the Salem Traffic Section. Their review indicates the following deletions or changes will be required before final acceptance of this document.

On Page 4, paragraph (i), the second sentence stipulates that, "... the actual quantities and shall not be arbitrarily increased". This evidently refers to the quantities on the title sheet as spelled out under paragraph (f). It is the Traffic Section's opinion that the last six words of the sentence can be eliminated. Otherwise, it implies that the quantities can be increased by other than arbitrary means.

On Page 5, the second full paragraph concerning "passing judgement on the work" does not make sense. The third paragraph on Page 5 makes the city responsible for the construction engineering, a large portion of which would be on the state highway system. The state does not delegate this type of responsibility on traffic signal projects for reasons of future liability. If the city wants to be a partner in the construction engineering phase, it would be acceptable but they should not be completely responsible to the exclusion of the state.

The last two paragraphs on Page 5 are not acceptable to the Traffic Section. The state should be designating the basic premises and design criteria in the preliminary engineering stages in cooperation with the city. Otherwise, we may well have to rework all of the consultant's final product. The last paragraph is contrary to Oregon law, and should be rewritten to read, "standard drawings prepared by the STATE and furnished to CONSULTANT shall be used. If additional standard drawings are required, they shall be reviewed and approved by the CITY and STATE".

Would you please have the above deletions and corrections implemented in the consultant agreement and resubmit to this office.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

JA/GLC/cao
cc: L.E. George
D.H. Moehring ✓
George Thornton

PROJECT MANAGEMENT
PME CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
MAY 1 1978
TAA Holmes File ✓ PM FA
LG OP

STATE OF OREGON

INTEROFFICE MEMO

**TO:** Alfred Shirley, Jr.
Region 3 Engineer

**DATE:** April 24, 1978

**FROM:** L. E. George
Traffic Engineer Supervisor

**SUBJECT:** Proposed Consultant Agreement
Medford Central Business District Signal
Demonstration Project

The subject agreement has been reviewed by this office and several comments need attention. The first comment in regard to the agreement involves Page 4, paragraph (i). The second sentence stipulates that, " . . . the actual quantities and shall not be arbitrarily increased." This evidently refers to the quantities on the title sheet as spelled out under paragraph (f). It is this office's opinion that the last six words of the sentence can be eliminated. Otherwise, it implies that the quantities may be increased by other than arbitrary means.

On Page 5, the second full paragraph concerning "passing judgment on the work" does not make sense. The third paragraph on Page 5 makes the City responsible for the construction engineering, a large portion of which would be on the State Highway System. To my knowledge, we have not delegated this type of responsibility on traffic signal projects anywhere else. I do not believe that we should allow this for reasons of future liability. If the City wants to be a partner in the construction engineering phase, it would be acceptable but they should not be completely responsible to the exclusion of the State.

The last two paragraphs on Page 5 are not acceptable to this office. The State should be designating the basic premises and design criteria in the P.E. stages in cooperation with the City. Otherwise, we may well have to rework all of the consultants final product. The last paragraph is contrary to Oregon law and should be rewritten to read, "Standard drawings prepared by the STATE and furnished to CONSULTANT shall be used. If additional standard drawings are required, they shall be reviewed and approved by CITY and STATE."

L E George

L. E. George
Traffic Engineer Supervisor

ROSEBURG REGION
RECEIVED
APR 27 1978
RE RME RCE RDE TE
RSR FILE
RBI

LEG:ds

cc: D. H. Moehring

81-125-1387

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

April 27, 1978

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of April 24, 1978, transmitting two signed copies of Exhibit B "certification of agency official" form to become a part of your consultant-city agreement pertaining to your FAUS traffic signal demonstration project no. M-000C(5).

By a copy of this letter I am forwarding them to the Project Management Section for inclusion in the original document.

Our Salem office has reviewed the consultant agreement, and several changes in wording are indicated. Mr. Jack Ayres, Acting Regional Federal-Aid Engineer, will be corresponding with you in the next few days outlining the required revisions.

Cordially,

ALFRED SHIRLEY, JR.
Reigonal Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
L.E. George
George Thornton

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CFE ☐
APR 28 1978
TAA Holmes File: PM FA LG OP

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

April 24, 1978

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: FAUS Traffic Signal Demonstration Project
No. M-000C(5)

Gentlemen:

Enclosed herewith are two signed copies of Exhibit "B". This is a page out of the consultant agreement furnished to us per your letter of April 18, 1978.

If there are any questions or comments, please advise.

Yours very truly,

Robert D. Kortt
City Traffic Engineer

ahf

9340

DEPARTMENT OF TRANSPORTATION

April 19, 1978

E. S. Hunter, Manager
Office of Technical Services

G. W. Wimer
Local Government Manager

Local Government Consultant Agreement
Traffic Signal Demonstration Program
Citywide
City of Medford and $CH_2M$/Hill, Inc.

Attached for your signature of concurrence are two copies of a local government consultant agreement for the subject project.

The agreement has been subjected to the required pre-award audit and selection procedure evaluation, and suggested revisions have been incorporated.

Please sign both copies of the agreement and return them to the Office of Project Management for processing through FHWA approval. Since the State is not a party to this agreement, no OTC action is required.

MH/a
Attachments
cc Glen Clark (Region 3)

4/19/78 - Hold for "Certification of Agency Official" from Region 3.
mainor
2 copies to Cliff Saux for FHWA approval

9340

PUBLIC WORKS DEPARTMENT
CITY OF MEDFORD
MEDFORD, OREGON 97501
TELEPHONE: (503) 776-7485

March 30, 1978

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: FAUS Traffic Signal Preliminary Engineering Project
M-00C(5)

Gentlemen:

Enclosed herewith are three revised copies of the consultant's agreement for the above project.

CH2M Hill has made the suggested revisions in accordance with your letter of March 14, 1978, with the exception of Item 1. CH2M Hill feels that Section VI, Paragraph C, Page 7, of the agreement taken verbatim from the State's suggested consultant agreement adequately covers the provisions for audit prior to payment of final billing and the making of any indicated adjustments to determine actual costs such as the provisional overhead rate.

The revised agreement submitted herewith should reflect the desired changes proposed by the State.

Thank you for your cooperation and service. If we can be of further assistance on this document, please advise.

Yours very truly,

Robert D. Kortt
City Traffic Engineer

ahf
Atch.

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

March 14, 1978

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of February 16, 1978, transmitting a signed copy of the Consultant Agreement and City Council Resolution No. 3249 pertaining to your FAUS traffic signal preliminary engineering project M-000C(5).

This office has received review comments from our Controller, the Project Management and the Traffic Engineering Units. The following thoughts and suggested revisions will increase the likelihood that the agreement will receive approval by FHWA.

1. The lack of historical data on the part of Kubel Enterprises, Inc., supporting their overhead rate of 124.1% makes this agreement subject to an audit and possible adjustment before payment of Kubel's final billing.

2. Item 5 under Phase A - preliminary engineering Page 2 - the state specifications govern.

3. Item 8 Page 2 of the same section - define "definition".

4. Include in Phase B Item 1 - final design Page 3 the interconnect plan.

5. Delete item "d" and "e" in Item 2 in the section above. The agreement and state specifications require testing.

6. Item I Page 4 seems unnecessary.

7. Item K Page 4 state wants plans not field survey.

8. On Page 5 in the second paragraph the last line must be amended to provide state concurrence.

(continued)

9. Under "design criteria" first paragraph Page 5 delete the words "city and" in the fourth line.

The agreement in general should provide for the state's role in monitoring the preliminary engineering phase, the state standards required in the final product and not utilize wording making the city the final judge on the various aspects of the project.

Please ask the consultant to amend the agreement to reflect these minor changes and resubmit it via the region office.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

BY GLEN L. CLARK
RAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
L.E. George
George Thornton
Bill Maude

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 15 1978

STATE OF OREGON
HIGHWAY DIVISION
Accounting

**INTEROFFICE MEMO**

9340

TO: Vernon E. Skoog
Controller

DATE: February 23, 1978

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Pre-award Evaluation
City of Medford/CH$_2$M-Hill & Kubel
Traffic Signal Control System

## Definition Statement

City of Medford proposes to employ CH$_2$M-Hill Inc., and Kubel Enterprises as associated consultants to prepare PS&E plans and specifications for installation of a "System 170" microprocessor computer signal control system. Payment is to be a lump sum, $74,500.

## Analysis

Exhibit "A" itemizes the various components of this cost figure. CH$_2$M-Hill will earn a lump sum of $39,000 and Kubel Enterprises a lump sum of $35,500. Most costs appear to be reasonable, allocable and eligible for participation in federal funding, except as noted below. The arithmetic is correct.

We lack justification from City for its selection of either or both of the consultants. As a factor in the selection of Kubel, particularly, some consideration should be given to the consistently higher direct salary hourly pay rates quoted by comparison with those of CH$_2$M-Hill. If Kubel is truly so new a business as to have "no historical data available" to support an overhead rate of 124.1% ($15,766.72), an audit would be necessary. Section VIc, Payment, allows such an audit and adjustment of the lump sum prior to payment of the final billing, even though this is not usually done.

## Conclusion

Subject to two conditions we recommend acceptance of the proposed Agreement, namely:

1. Justification by City for its selection of both consultants.
2. A letter of understanding between all parties that the proposed lump sum payment of $35,500 to Kubel Enterprises will be subject to audit and possible adjustment before payment of Kubel's final billing.

APPROVED
V. E. Skoog
V. E. Skoog, Controller
Oregon State Highway Division

M Holmes TAA

DWJ:njc

cc: G. W. Wimer
R. J. Hacek

NOTE: We have received documentation of the selection procedure.
Mainor

·.125-1387

9340

2.

February 23, 1978

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mark:

1054-H

The recent letter to your office from David H. Ellis concerned a possible traffic signal demonstration grant fundable under the provisions of the 1976 Federal Aid Highway Act.

Funds for these demonstration projects are to be used to provide new and innovative ideas using current technology to more efficiently interconnect existing traffic signal systems.

The Medford Central Business District project proposed a computerized interconnect that would be responsible to the demands of varying traffic patterns. The advantages of such a system would be a great reduction in accidents at the signalized intersections, a reduction in delay and a reduction in air pollution resulting from vehicle emissions.

The Federal Highway Administration has only within the last several days advised us that the proposed project was an extremely worthy project but that, after a review of projects submitted on a national basis by the Task Force, the Medford project could not be approved during the current fiscal year. It was further suggested that an attempt be made to fund this project utilizing other federal aid highway funds or, as another option, to submit the same project if the Demonstration Act for Traffic Signals is continued.

It is our intention to delay any further consideration of this project at the present time under existing funding and to determine in the future what action might be appropriate if the Traffic Signal Demonstration Act is continued within the new proposed Federal Aid Highway Act.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

bc: Robert A. Burco
E. S. Hunter
H. S. Coulter
L. E. George

LEG:rah srb

Senator Mark Hatfield
Room 463
Senate Office Building
Washington D.C.
20510

Dear Senator Hatfield,

I am moved to write you following a recent announcement in the Medford Mail Tribune that Medford has received a $715,000 grant to computerize and synchronize all the stop lights in town.

One persons (mine) opinion is that this is a classic example of the bloated affluence that our country suffers from in the face of a hugely unbalanced federal budget. I don't blame Medford for applying for it, but the fact money exists for such a questionable cause is the problem. As I recall it comes out to about $10,000 per intersection with the stated goal of reducing pollution and traffic congestion. It is true that the former is a major problem here but I'll be very surprised if this impacts on it. Traffic congestion is a moderate problem but the area to be affected is being rapidly converted into an area uninhabited by business anyway, principally due to the lack of action by the very businessmen who inhabit it.

As a taxpayer I resent this use of my tax dollars

Sincerely,
David W. Ellis

9340

40.3

2-17-78

ORDINANCE NO. 3249

AN ORDINANCE authorizing the mayor and city recorder to execute an agreement with CH2M HILL, INC., Consulting Firm, in association with KUBEL ENTERPRISES, INC., for the purpose of preparing plans and specifications for a computer signal control system in the city of Medford.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

That the mayor and city recorder are authorized to sign in behalf of the city of Medford an agreement with CH2M HILL, INC., Consulting Firm, in association with KUBEL ENTERPRISES, INC., for the purpose of preparing plans and specifications for a computer signal control system in the city of Medford on the terms and conditions set forth in said agreement, a copy of which is attached hereto, marked Exhibit A", and by this reference incorporated herein.

PASSED by the Council and signed by me in open session in authentication of its passage this 16th day of February, 1978.

ATTEST: Emily H. Kirkham
City Recorder

Al Densmore
Mayor

APPROVED February 17, 1978.

Al Densmore
Mayor

STATE OF OREGON )
) ss.
COUNTY OF JACKSON )

I, Emily H. Kirkham, Recorder of the City of Medford, Oregon, do hereby certify that I have prepared the foregoing copy of Ordinance No. 3249, have carefully compared the same with the original thereof on file in my office, and that it is a correct, true and complete transcript therefrom and of the whole thereof.

Dated at Medford, Oregon, this 17th day of February 1978.

Emily H. Kirkham
City Recorder

Medford.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

That the mayor and city recorder are authorized to sign in behalf of the city of Medford an agreement with CH2M HILL, INC., Consulting Firm, in association with KUBEL ENTERPRISES, INC., for the purpose of preparing plans and specifications for a computer signal control system in the city of Medford on the terms and conditions set forth in said agreement, a copy of which is attached hereto, marked Exhibit A", and by this reference incorporated herein.

PASSED by the Council and signed by me in open session in authentication of its passage this 16th day of February, 1978.

ATTEST: Emily H. Kirkham
City Recorder

Al Densmore
Mayor

APPROVED February 17, 1978.

Al Densmore
Mayor

STATE OF OREGON )
) ss.
COUNTY OF JACKSON )

I, Emily H. Kirkham, Recorder of the City of Medford, Oregon, do hereby certify that I have prepared the foregoing copy of Ordinance No. 3249, have carefully compared the same with the original thereof on file in my office, and that it is a correct, true and complete transcript therefrom and of the whole thereof.

Dated at Medford, Oregon, this 17th day of February 1978.

Emily H. Kirkham
City Recorder

Ordinance No._____________

9340

CITY OF MEDFORD
MEDFORD, OREGON 97501

PUBLIC WORKS DEPARTMENT

TELEPHONE: (503) 776-7485

February 16, 1978

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: Project No. M-000C(5)
FAUS Project
Preliminary Engineering Phase
Signal Computer Project

Gentlemen:

Enclosed herewith is one signed copy of an agreement between the consulting firm of CH2M Hill, Inc., and the City of Medford in conjunction with the above FAUS project. The enclosed agreement is for CH2M Hill to prepare preliminary plans and specifications for the installation of a Model 170 Microprocesser signal computer system for the City of Medford to control traffic signal timing and operation at forty-six intersections.

It is anticipated that the City will receive Federal construction funds through the 1976 signal demonstration act at a later date.

The City of Medford solicited proposals from four consulting firms to prepare plans and specifications for the installation of a "System 170" Micro-processer computer signal control system. Those consulting firms which were contacted were:

Allen M. Voorhees and Associates
2150 Shattuck Avenue
Berkeley, California 94704

Signals and Control Systems, Inc.
2685 151st Place N.E.
Redmond, Washington 98052

J. H. Kell and Associates
Bay Bridge Office Plaza
P. O. Box 3727
San Francisco, California 94119

CH2M Hill Engineers
1600 S.W. Western Blvd.
Corvallis, Oregon 97330

Subject: Project No. M-000C(5) FAUS Project
Preliminary Engineering Phase Signal Computer Project

The City received statements of qualifications and experience in signal control system design from all of the above consulting firms. Through the review process, it was determined that all four consulting firms appeared to have adequate qualifications and experience to do the preliminary design and specifications for this project. CH2M Hill was selected by the City based on their firm's experience and qualifications and based on their association with Kubel Enterprises, Inc. Mr. Les Kubel and Mr. Gerald Bloodgood of Kubel Enterprises have excellent qualifications for this project since they were responsible for the development of hardware and software for the California-New York Model 170 Micro-processer controller and systems installation. This is the system plan for Medford under the Federal traffic control signalization demonstration program.

At a meeting held in the office of Mr. L. E. George on January 20, 1978, the selection of CH2M Hill by the City of Medford was reviewed by representatives from the City of Medford, CH2M Hill, Kubel Enterprises, and the Oregon State Highway Division. Those in attendance at the meeting from the Oregon State Highway Division were L. E. George, Glen Clark, Kipp Osborne, Bill Zerbes and Bob Judson. Robert Kortt from the City of Medford, Les Kubel from Kubel Enterprises, and Bob Allen and Jeff Webber from CH2M Hill also attended. Representatives from the State Highway Division concurred with the City of Medford at that meeting that CH2M Hill was most qualified to do preliminary plans and specifications for this project.

Copies of the Statement of Qualifications from all four consultants were given to Mr. L. E. George at the meeting held January 20, 1978.

At this time, the City is ready to have CH2M Hill begin work on the design of plans and specifications and cost estimates for this project. However, prior to authorizing CH2M Hill to begin their calendar day count and initiation of work, we are asking the State Highway Division for your approval under the terms of the FAUS project for the consultant to begin work.

Originally, the FAUS project was approved at an estimated cost of $25,000 for PS&E. The original agreement between the City and the Highway Division was for the State Highway Division to do PS&E on this project. This agreement was changed to reflect that PS&E would be performed by a consulting engineering firm. Confirmation of this change was acknowledged in a letter from Mr. Alfred Shirley, Jr., to the City of Medford dated January 6, 1978.

The cost of CH2M Hill to prepare preliminary plans and specifications will be $74,000. If there is any problem in revising the original FAUS applications to reflect this amount, please advise.

We wish to have CH2M Hill begin work at the earliest possible time to insure that plans and specifications are ready in the event Federal funds become available. However, we do not wish to start work with the consultant until we are sure that all parties concerned are in concurrence. Thank you for your cooperation and service.

Yours very truly,

Robert D. Kortt
City Traffic Engineer

ahf
CC: Mr. L. E. George, State Traffic Engr.
Mr. Bill Maude, Resident Engr.

9340

January 20, 1978

City of Medford
City Hall
Medford, OR 97501

MISC. CONTRACTS and
AGREEMENTS No. 6350

Attention: Emily M. Kirkham
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement to upgrade traffic signals in Medford (City-wide).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Agreement attached)

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
**Region 3**
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6 ~~[illegible]~~

January 6, 1978

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of January 3, 1978, transmitting three signed copies of Agreement No. 6350 pertaining to your FAUS preliminary engineering phase micro-processer project no. M-000C(5) at various signalized intersections throughout the city of Medford.

As this was merely a slightly revised version of the original Agreement No. 6350 City Ordinance No. 3179 authorizing the Mayor and Recorder already on hand will suffice. By a copy of this letter the agreement is being forwarded to the Project Management Unit for further processing. A fully executed copy will be returned for your files.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
L.E. George
George Thornton
Bill Maude

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 9 1978
TAA Holmes File: PM FA
LG OP

City of Medford
Traffic Engineering Division
City Hall, 411 West 8th St.
Medford, Oregon 97501

776-7485
~~772-7950~~
~~Ext 81~~

Glen Clark
Regional Federal Aid Engr.
Ore. Dept. of Transportation

DATE 1/3/78
PROJECT
SUBJECT

M-000C(5)
mawde

Dear Glen —

Here are three signed copies of the revision to agreement No. 6350 for an FAUS project to perform P.S.E.E. for a signal computer system project.

The revision is to engage a consultant to do preliminary engineering rather than the State.

If there are any questions, Please advise.

Bob Kutt

this informal letterhead was designed to be a handwritten form of communication that will both increase message speed and reduce costs

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
**Region 3**
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~

December 2, 1977

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of November 29, 1977, transmitting three signed copies of Agreement No. 6350 and Council Ordinance No. 3179 pertaining to your FAUS traffic signal micro-processer control project no. M-000S(5).

By a copy of this letter I am forwarding these documents to the Project Management Section for further processing.

As discussed by telephone, our Salem Traffic Engineering Section can not perform the preliminary engineering as reflected in the above mentioned document. By a copy of this letter I am asking the Project Management Section to substitute a new standard Paragraph No. 2, Page 1 reflecting a consultant will be accomplishing the preliminary engineering. The fully executed copy will thus be correct. If this arrangement is satisfactory you need not respond. If, however, you wish three new unsigned agreements please advise.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
L.E. George
George Thornton

12-9-77
Agreement
Revised.
Z

OCE OM
FAE CPE
DEC 5 1977
Holmes

FAUS M-000C(5)

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

November 29, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: FAUS Project to Upgrade Downtown Signal Control System

Gentlemen:

Enclosed herewith are three copies of Agreement No. 6350 for the preliminary engineering and design of a computerized traffic control system in the City of Medford. All three copies of the agreement have been signed by the Mayor and City Recorder.

Also enclosed are two copies of Ordinance 3179 authorizing the Mayor and City Recorder to execute this agreement.

Please review paragraph 2, page 1. This indicates, among other things, that the State will perform all preliminary engineering. This is being pointed out since recent conversations between your office and myself have concluded that the State cannot perform the preliminary engineering, and that the City will hire a consultant to do this work.

Please advise if there are any problems.

Very truly yours;

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

lkv

9340

L

**DATE:** December 2, 1977

**TO:** Oregon Transportation Commission

**FROM:**
E. S. Coulter
State Highway Engineer

**SUBJECT:** Traffic Signal Demonstration Project
Central Business District
City of Medford

A project is proposed to interconnect all existing traffic signals in the Central Business District of Medford. The project involves some 46 intersections, all of which will be controlled and interconnected through the use of computer equipment.

The existing signal system is now controlled by an inflexible, single wire interconnect system that results in an inefficient system operation and many stops with resultant delay. The proposed system will use microprocessor control equipment at each intersection which in turn will be controlled on an interconnected basis by a central, master computer located in the Medford City Hall. The new interconnect system with improved traffic flow will reduce accidents, reduce noise and will result in less air pollution in the Medford Metropolitan Area. The estimated cost of the total system is $715,000 and will be funded from the "Traffic Signal Demonstration Program" funds on a 100 percent federal participation basis.

Since the proposed project will result in greatly improved traffic operation and environmental quality, your approval for the project is requested. This matter will be on the Consent Calendar for your consideration at the December 15 meeting.

LEG:ds ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Alfred Shirley, Jr.
L. E. George
V. E. Skoog
County-City Unit
George Bell

9340

2.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
Finance Branch

**INTEROFFICE MEMO**

TO: F. B. Klaboe

DATE: November ~~29~~ 30, 1977

FROM: Doug Vincent DVincent

SUBJECT: City of Medford Traffic Signal Demonstration Project

As this project involves applying for a federal grant, prior approval from the Emergency Board is required. When sufficient lead time is unavailable, it is permissible to submit the application with a statement that it is conditional upon approval by the State Emergency Board. The date on which approval is anticipated should be specified.

The deadline for submission of requests to the December 16, 1977 Emergency Board meeting is past. The next meeting will be January 27, 1978. The deadline for submission to the Executive Department is January 6, 1978. The item should be approved by the Transportation Commission on December 15, 1977 unless telephonic approval prior to the December 5 FHWA deadline is necessary. It should be submitted to this office by December 7.

A draft Emergency Board request should be prepared, using the format in Department Procedure Number 2, by Technical Services. Eldon Urbigkeit, Highway Division Budget Officer, would be the appropriate person to assist in preparing the request.

DV:CM
cc: Merl Whiteman
Eldon Urbigkeit

RECEIVED
DOT OPERATIONS
NOV 30 '77
REFER TO Hunter
FOR

11-29 / [illegible] -
Please proceed
to apply for these
[illegible]

41-125-1387

9340

2

November 29, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Proposed Traffic Signal Demonstration Project
City of Medford

The Federal Aid Highway Act of 1976 included provisions for Traffic Control Signalization Demonstration projects. Accordingly, we propose a project for a traffic signal control system for the central business district of Medford. The total estimated cost of this project is $715,000, which includes $65,000 for Preliminary Engineering.

Attached are two copies of the project description and maps showing the location of the signal system. The application details the total plan and its cost.

We request your approval of this project. If additional information is needed, please let me know.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachments

bc F. B. Klaboe
D. H. Moehring
J. H. Versteeg
L. E. George
Frank Terpin
Alfred Shirley, Jr.

DES:dpy ja

# TRAFFIC SIGNAL DEMONSTRATION PROJECT
## Project Description
## Medford Central Business District

1. The proposed traffic signal demonstration project covers the major portion of the Medford Central Business District traffic signal system. It also includes the north-south one-way couplet (ORE99) and the east-west one-way couplet (ORE238). The area covered and the couplets involved are shown on the attached vicinity map. The existing Central Business District signal system in Medford consists of mechanical, pretimed controllers installed in 1958. The control equipment is currently interconnected by a single, voice-grade, leased telephone channel. All of the control equipment and much of the other signal hardware is rapidly becoming obsolete and inefficient in its traffic handling capabilities.

   Medford is the major population center for Southwestern Oregon and and Northwestern California. The north-south couplet in the project area of Medford is carrying about 20,000 ADT northbound and 16,000 ADT southbound. The traffic volume on the east-west couplet in the same area is approximately 12,000 ADT both directions. The north-south traffic flow through the Central Business District is constricted to the couplet by Interstate 5 to the east and a railroad to the west. The Southern Pacific Railroad bisects the Central Business District of Medford and its street system. Adequate flanking streets parallel and adjacent to the major traffic arteries do not exist because of the street pattern disruption by the railroad. This condition results in an abnormal amount of traffic circulation movement that would not be required with a normal street pattern. The excessive circulation movement results in added traffic delay, added stops, increased motor vehicle operating costs (fuel consumption) and added air pollution and noise pollution. The Regional Office of the State Department of Environmental Quality has in the past called pollution alerts during the winter when a temperature inversion problem occurs in the Medford Valley. The inversion contributes to heavy fog and air pollution problems during the morning hours. A substantial amount of the air quality problems are traceable to motor vehicle emissions.

2. The proposed traffic control signalization system will consist of Model 170 microprocessors at the existing local intersections already signalized. The leased telephone channel will be used to provide interconnection between the local 170 microprocessors and the central master computer. Master system control would be provided by a central, preprogrammed computer operating on traffic adjustable characteristics. Traffic data transmission will occur from appropriately located field detection equipment to the central computer via leased telephone channels. Existing air conditioned space in the Medford City Hall is available for site location of the central computer.

   Software for the central master computer and its implementation will be made a part of the over-all contract project.

3. Significant traffic and air quality benefits are expected to result from the greatly improved movement of traffic that will be possible

with the proposed signal system. In a City the size of Medford with traffic volumes of the magnitude mentioned above, a significant reduction in the noise level is not expected. It is proposed that "before and after" measurements can be made on air quality to monitor this particular benefit.

The accident histories both "before and after" will also be monitored. A major benefit is expected through reduction of rear-end collisions and the resulting personal injuries.

The costs of motor vehicle operation that might be improved through the elimination of stop and go driving will be computed and compared with conditions that existed prior to the project.

4. The existing system hardware (poles, signal heads, cable, et cetera) will be used as is. No attempt will be made to update these elements. The only exception will occur where the installation of a new control unit may require structural revision of the pole installation.

5. The total system cost, inclusive of software and training, is as follows:

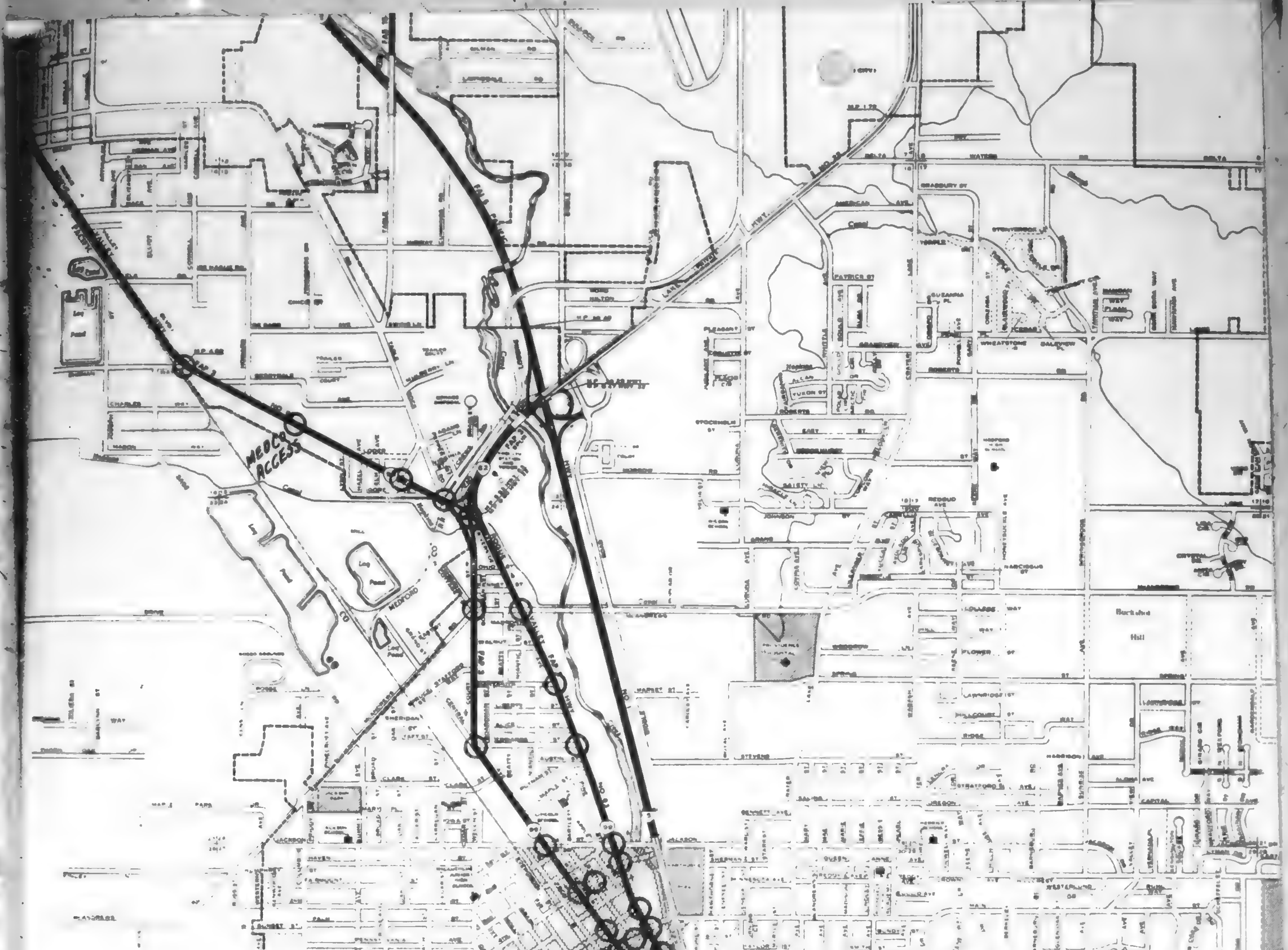
| | | |
|---|---|---|
| Controller, cabinet and accessories | 46 each at $5,000 | $230,000 |
| Computer, software, teletype and display panel | Complete | 270,000 |
| Detectorization | Complete | 50,000 |
| Interconnect interface | Complete | 100,000 |
| | System Cost | $650,000 |
| Preliminary Engineering | | 65,000 |
| | TOTAL COST | $715,000 |

6. The estimated annual maintenance cost directly attributable to the system operation is approximately $25,000. The City of Medford has an adequately equipped central signal maintenance shop facility staffed by two trained, experienced signal technicians. One of the staff is a former traffic signal manufacturing company technician and the other employee was formerly a signal technician for Cal Trans. Appropriate maintenance of the computer and associated programming will be contracted by the City with a local consultant. The over-all system operation will be supervised by the City Traffic Engineer. The Oregon State Highway Division, Electrical Maintenance Unit, is also available to assist the City when requested to do so.

7. The proposed demonstration project, assuming project approval in January, would be at the final design stage by April 1, 1978. The bids

will be opened at the May 1978 bid opening. Allowing 220 working days for completion, the system should be operational by January 1979. Preliminary system evaluation and system programming and debugging will take place through the first quarter of 1979. Final system evaluation will be complete by October 1980.

LEG:ds
11-18-77


MEDCO ACCESS
JACKSON COUNTY FAIRGROUNDS
HARRY & DAVID

9340

4.

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: November ~~21~~, 1977
25

FROM: L. E. George
Traffic Engineering Supervisor

SUBJECT: Proposed Traffic Signal Demonstration Project
City of Medford

This office has prepared the necessary material to submit to the Federal Highway Administration requesting approval under the Traffic Signal Demonstration Program (Section 146 of the Federal-Aid Highway Act of 1976) for a new interconnect system in the Central Business District of Medford. The funds under this program were limited to $20,000,000 for the entire United States.

We have only, as recently as three weeks ago, been advised as to the material required for the project application. The project application material must be in the Regional Federal Highway Administration office by December 5. It was, therefore, necessary to prepare and transmit very rapidly the project material to Program Management. The material has been sent today to D. H. Moehring.

This letter is to request you to assist in obtaining Transportation Commission approval for this project. The project is not on the Six-Year Program nor is it shown on any other construction programs. It is, therefore, requested that Mr. Klaboe obtain telephonic approval for this work to be done within the Central Business District of Medford.

The project is fundable, if approved, without matching requirements from the State. The total estimated cost of the interconnect system, inclusive of necessary new control equipment at each intersection, is $715,000.

L. E. George
L. E. George
Traffic Engineer Supervisor

NOTED
F. B. KLABOE

11/25/77
Bud coordinating with Dave M intentions to proceed with this and 99E jct ports [illegible]. Whiteman working on E bound [illegible]

LEG:ds

cc: J. H. Versteeg
Alfred Shirley, Jr.
D. H. Moehring

FBK,
cc George
Whiteman
Hunter

Fred
Lead time was very short on the grant for this worthwhile project. We will proceed as rapidly as possible with the Fed. paper work if you will handle the [redacted] approval.
Ed

cc George
Moehring

RECEIVED
TECHNICAL SERVICES
NOV 21 '77
REFER TO
Klaboe
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT OPERATIONS
NOV 25 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE XXXXXX

November 23, 1977

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

[illegible] signals

Dear Mr. Kortt:

This is to advise that the Federal Highway Administration has approved your FAUS traffic signal project no. M-000C(5) for preliminary engineering to develop a "shelf" project for advance development of a micro-computer project that might be funded by the federal traffic signal demonstration program.

As you may know our Salem office is now intending to submit on your behalf an application to FHWA for the Medford project under the demonstration program.

By a copy of this letter I am reminding our Traffic Engineering Section that the FAUS preliminary engineering project was to be developed by them and is not to exceed $25,000 without additional advance authorization. When we have any further information you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring ✓
L.E. George
George Thornton

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☒ OPE ☐
NOV 2[illegible] 1977

m

File: PM FA
TAA Zahner II LG OP

9340

**STATE OF OREGON**

**INTEROFFICE MEMO**

TO: D. H. Moehring
Program Management Engineer

DATE: November ~~18~~ 23, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signal Demonstration Project
City of Medford
Jackson County

Attached are a project proposal and descriptive data for a computerized traffic signal control system for the Central Business District of the City of Medford. ✓

Please program this project with the Federal Highway Administration as a Traffic Control Signalization Demonstration Project, in accordance with funding established by Section 146 of the Federal-Aid Highway Act of 1976.

Total estimated project cost is $715,000, including $65,000 for preliminary engineering.

The project does not appear on the Project Management System. We will discuss the project with Mr. Klaboe and will seek Oregon Transportation Commission approval. ✓

Suggested contract letting date is May 1978. ✓

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LEG:ds
Attachments

cc: F. E. Terpin
G. A. Potter
Alfred Shirley, Jr. - Please submit Authority for Survey to the Location Section.
M. C. Holmes ✓

11-23-77
P.E. work programmed under FAU, construction will be demo. project, discussed today with L.E. George. ✓

PROJECT MANAGEMENT
PME
CCE
OM ☐
LGE
FAE ☒
OPE ☐
NOV 2 1977

Holmes ✓

81-125-1387

# TRAFFIC SIGNAL DEMONSTRATION PROJECT
## Project Description
## Medford Central Business District

1. The proposed traffic signal demonstration project covers the major portion of the Medford Central Business District traffic signal system. It also includes the north-south one-way couplet (ORE99) and the east-west one-way couplet (ORE238). The area covered and the couplets involved are shown on the attached vicinity map. The existing Central Business District signal system in Medford consists of mechanical, pretimed controllers installed in 1958. The control equipment is currently interconnected by a single, voice-grade, leased telephone channel. All of the control equipment and much of the other signal hardware is rapidly becoming obsolete and inefficient in its traffic handling capabilities.

   Medford is the major population center for Southwestern Oregon and and Northwestern California. The north-south couplet in the project area of Medford is carrying about 20,000 ADT northbound and 16,000 ADT southbound. The traffic volume on the east-west couplet in the same area is approximately 12,000 ADT both directions. The north-south traffic flow through the Central Business District is constricted to the couplet by Interstate 5 to the east and a railroad to the west. The Southern Pacific Railroad bisects the Central Business District of Medford and its street system. Adequate flanking streets parallel and adjacent to the major traffic arteries do not exist because of the street pattern disruption by the railroad. This condition results in an abnormal amount of traffic circulation movement that would not be required with a normal street pattern. The excessive circulation movement results in added traffic delay, added stops, increased motor vehicle operating costs (fuel consumption) and added air pollution and noise pollution. The Regional Office of the State Department of Environmental Quality has in the past called pollution alerts during the winter when a temperature inversion problem occurs in the Medford Valley. The inversion contributes to heavy fog and air pollution problems during the morning hours. A substantial amount of the air quality problems are traceable to motor vehicle emissions.

2. The proposed traffic control signalization system will consist of Model 170 microprocessors at the existing local intersections already signalized. The leased telephone channel will be used to provide interconnection between the local 170 microprocessors and the central master computer. Master system control would be provided by a central, preprogrammed computer operating on traffic adjustable characteristics. Traffic data transmission will occur from appropriately located field detection equipment to the central computer via leased telephone channels. Existing air conditioned space in the Medford City Hall is available for site location of the central computer.

   Software for the central master computer and its implementation will be made a part of the over-all contract project.

3. Significant traffic and air quality benefits are expected to result from the greatly improved movement of traffic that will be possible

with the proposed signal system. In a City the size of Medford with traffic volumes of the magnitude mentioned above, a significant reduction in the noise level is not expected. It is proposed that "before and after" measurements can be made on air quality to monitor this particular benefit.

The accident histories both "before and after" will also be monitored. A major benefit is expected through reduction of rear-end collisions and the resulting personal injuries.

The costs of motor vehicle operation that might be improved through the elimination of stop and go driving will be computed and compared with conditions that existed prior to the project.

4. The existing system hardware (poles, signal heads, cable, et cetera) will be used as is. No attempt will be made to update these elements. The only exception will occur where the installation of a new control unit may require structural revision of the pole installation.

5. The total system cost, inclusive of software and training, is as follows:

| | | |
|---|---|---|
| Controller, cabinet and accessories | 46 each at $5,000 | $230,000 |
| Computer, software, teletype and display panel | Complete | 270,000 |
| Detectorization | Complete | 50,000 |
| Interconnect interface | Complete | 100,000 |
| | System Cost | $650,000 |
| Preliminary Engineering | | 65,000 |
| | TOTAL COST | $715,000 |

6. The estimated annual maintenance cost directly attributable to the system operation is approximately $25,000. The City of Medford has an adequately equipped central signal maintenance shop facility staffed by two trained, experienced signal technicians. One of the staff is a former traffic signal manufacturing company technician and the other employee was formerly a signal technician for Cal Trans. Appropriate maintenance of the computer and associated programming will be contracted by the City with a local consultant. The over-all system operation will be supervised by the City Traffic Engineer. The Oregon State Highway Division, Electrical Maintenance Unit, is also available to assist the City when requested to do so.

7. The proposed demonstration project, assuming project approval in January, would be at the final design stage by April 1, 1978. The bids

will be opened at the May 1978 bid opening. Allowing 220 working days for completion, the system should be operational by January 1979. Preliminary system evaluation and system programming and debugging will take place through the first quarter of 1979. Final system evaluation will be complete by October 1980.

Isn't this the old original project rejected several years back? FAUS/FAP
Dmtt.

LEG:ds
11-18-77

CWT[illegible] 8

4340

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Medford Traffic Signal Proj.

Date Nov. 7,1977, 19

Highway FAU Routes

Authorization No. 1

County Jackson

Survey Prefix 315-1953 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

FAU Routes

Purpose of survey: Prepare Plans and Specifications for Traffic Signal Proj.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 2,000 |
| Plans | 905 | 250 |
| Traffic | 911 | 1,000 |
| Specifications | 921 | 250 |

M-000C(5)
10/26/77

Total estimated cost of survey . . . . . $ 3,500

Previous authorization . . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

---

Requests made by:

P.L. Carstensen
Costs & Records Spec. XXXXXX Field Engineer

Recommended for Approval:

Regional Engineer

SP*19760-734

X X
10-26-77

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved: E J Hunter
Tech. Serv. Engr. XXXXXXXXX XXXXXXX XXXXXXX

N
AB

9340

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

10-26-77

## LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M[illegible]00C(5)

STAT[illegible]OJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80024

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
MR. F. B. KLABOE
Chief of Operations, ODOT
State of ORegon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>1026-77 | FEDERAL ROUTE NUMBER<br>Various FAU Routes<br>STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:
" Medford Traffic Signal Project"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $25,00 F.F. $21,450
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's Letter of 10-25-77 I concur that it is a non major action as set forth in FHPM 7-7-2 para 10 e.

As requested in Mr. Rulien's 10-25-77 letter you are authorized to proceed with the work as shown above.

NOTED
F. B. KLABOE

Swan
11-4-77

DATE
10-26-77

SIGNATURE OF APPROVING OFFICIAL
G. K. H[illegible]

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9340

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM D. E. Swan
Federal Aid Engineer

SUBJECT PROJECT DATA SUBMISSION
Item No. 80024
Project No. M-000C(5)
Medford Traffic Signal Project
Jackson County

Attached is support data consisting of PR-1 form and project map for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $25,000 with an obligation of $21,450 in federal funds.

JLG:dmc
Attachments
cc: Alfred Shirley, Jr. (Reg. 3)
Gary Zehner

9340

DATE: October 6, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Request

On the consent calendar for the October 18 meeting will be a request for approval of an Urban System project.

The City of Medford is requesting a $25,000 preliminary engineering project to prepare plans and contract documents for a computerized traffic control system.

Federal Urban System funds for this project are estimated at $21,500 with the State providing approximately $1,750 in match funds and a like amount being contributed by the City.

This project has been investigated and is eligible for funding under the Federal Aid Urban System Program. I recommend your approval of this project and request authorization to sign the project agreement for and on your behalf.

Att.

GEZ:lml

bc:
R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. H. Versteeg
A. Shirley, Jr.
D. N. Harwell
George Bell

CITY OF MEDFORD
Proposed Urban System Project

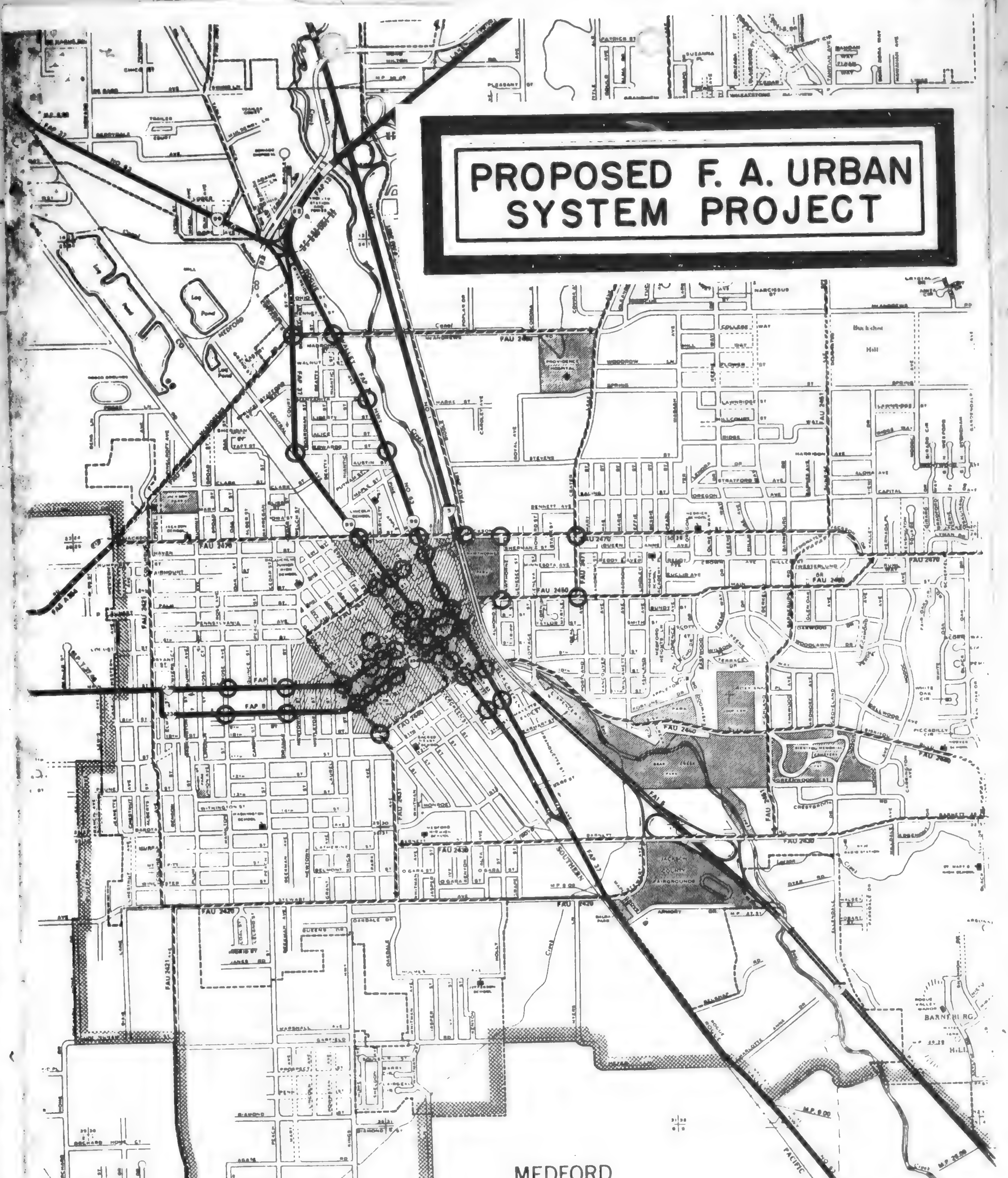
Upgrade Traffic Signals
City-Wide
Preliminary Engineering
$25,000

This project entails all the work and costs to prepare plans and contract documents for a computerized traffic control system involving 45 intersections in the City of Medford.

State will perform the preliminary engineering work.

77-h
10/6/77

## PROPOSED F. A. URBAN SYSTEM PROJECT


MEDFORD
FAU 2470
FAU 2450
FAU 2440
FAU 2430
FAU 2420
FAU 2421
FAU 2460
FAP 8
FAP 37
SOUTHERN
PACIFIC

9340

# PROGRAM MANAGEMENT OFFICE MEMO

Date 9-26-77

Subject MEDFORD SIGNAL UPGRADE 45 INTER) File No. ________

Received (call) (visit) from ________

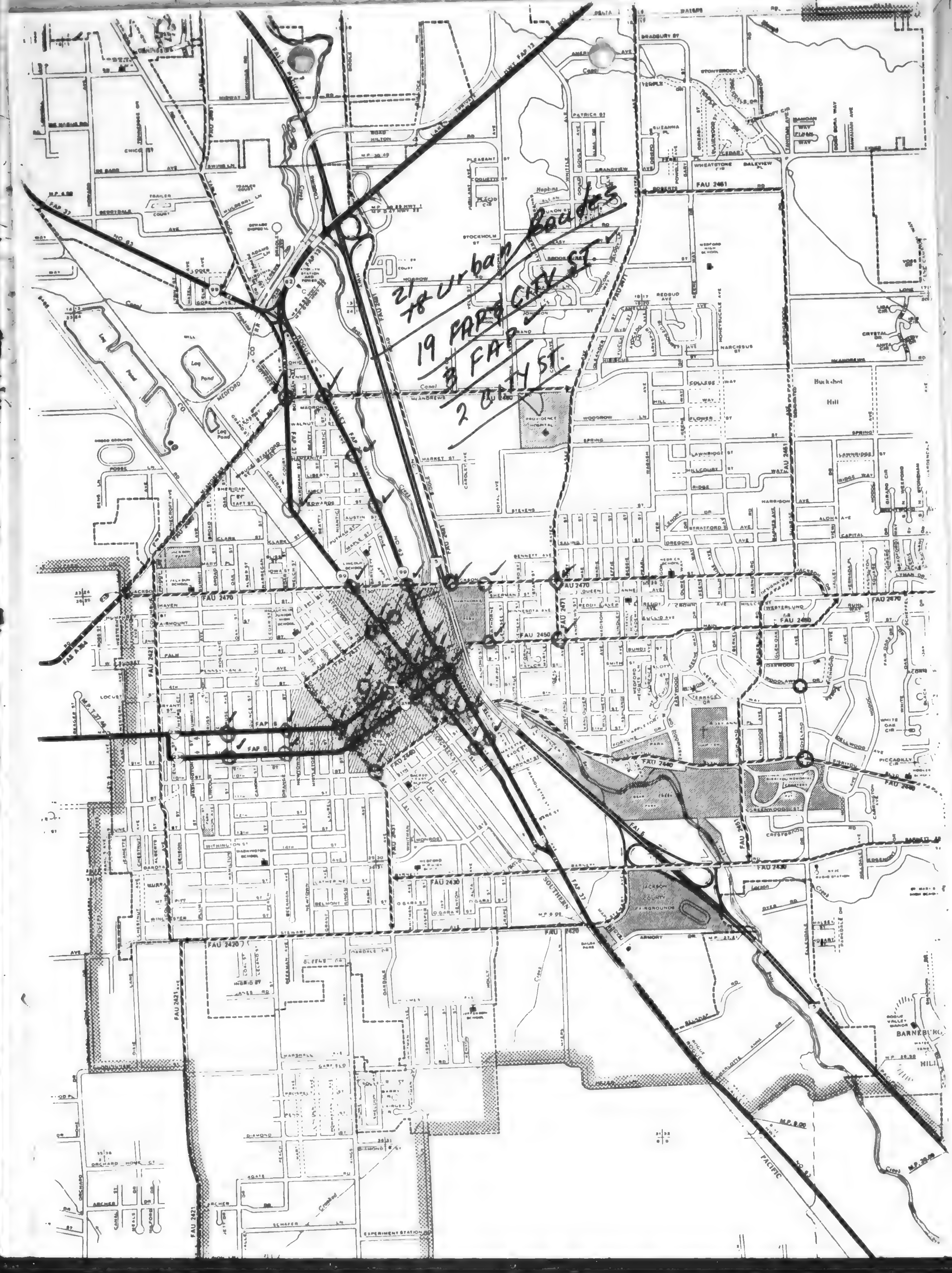
Address ________

Made (call) ~~(visit)~~ to TOM Lowe Phone 3835

Reason for contact and general discussion: Project Request is for P.E. to prepare plans for upgrading 45 intersections. 21 are on Urban System. Tom says he feels they can approve the System concept and would approve all 45 intersections even though 24 are on other systems.

Signature Gary E. Zahne

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

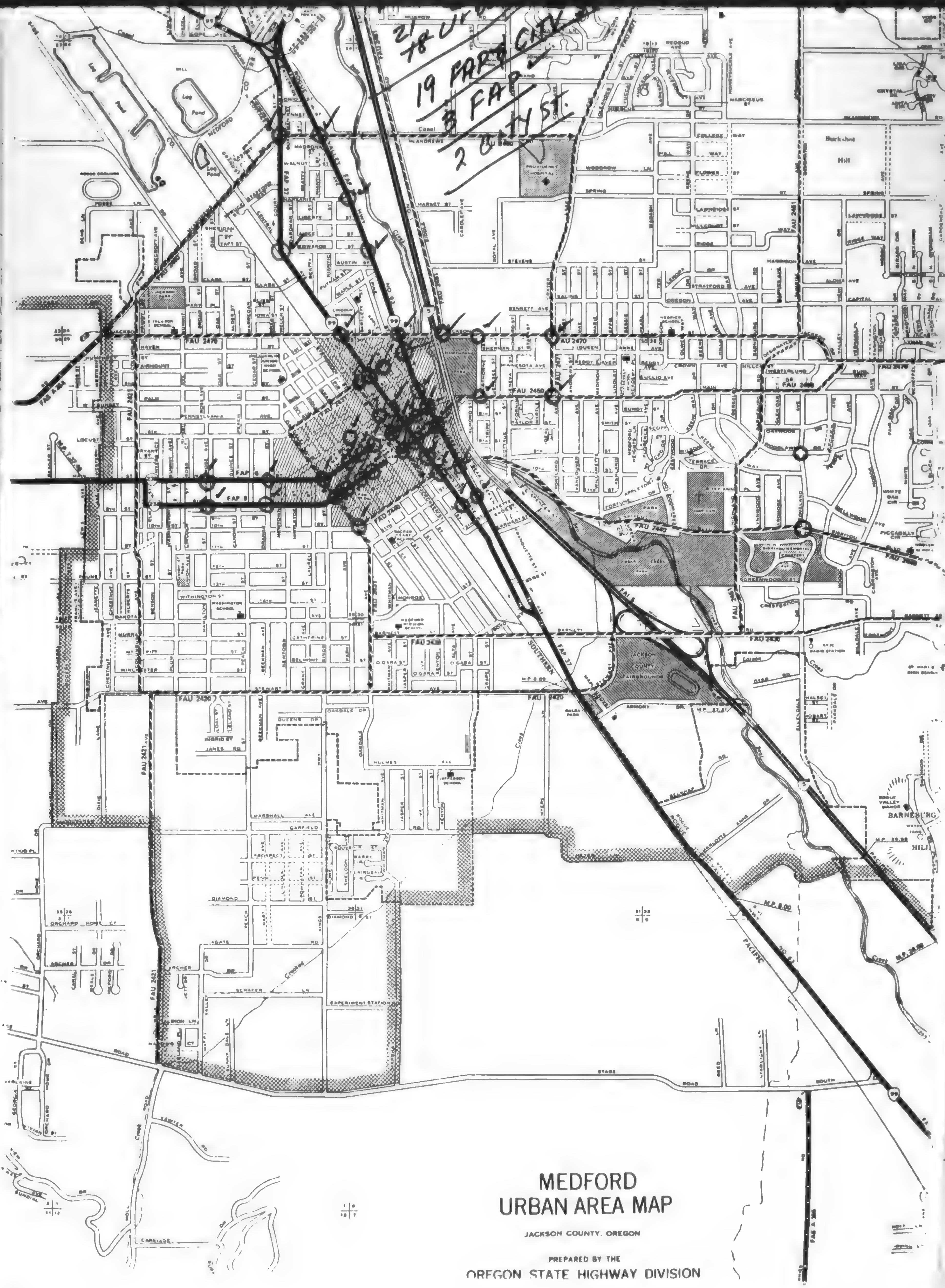

FAU 2470
FAU 2450
FAU 2440
FAU 2430
FAU 2420
FAU 2421
FAU 2461
FAU 2471
FAP 8
FAP 37
SOUTHERN
PACIFIC
JACKSON COUNTY FAIRGROUNDS
PROVIDENCE HOSPITAL
Buckshot Hill
Log Pond
MEDFORD

21
18 Urban Roads

19 FAP & CITY ST. ✓

3 FAP ✓

2 CITY ST.


21
18 Ur
19 FAP & City
8 FAP
2 City St.
FAU 2470
FAU 2450
FAU 2440
FAU 2430
FAU 2420
FAU 2421
FAU 2460
FAP 8
FAP 63
FAS 236
PROVIDENCE HOSPITAL
JACKSON COUNTY FAIRGROUNDS
SOUTHERN PACIFIC
Buckshot Hill
BARNEBURG HILL
STAGE ROAD SOUTH

# MEDFORD
# URBAN AREA MAP

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION

9340

Moehring

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible] 672-6658

PRO 6

September 21, 1977

Mr. Robert Kortt
Traffic Engineer
City of Medford
Medford City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of September 7, 1977, transmitting an application for a major computerized signal upgrading project to be financed by Federal-Aid Urban funds in the preliminary engineering phase.

This would provide an opportunity to have a "shelf" project ready for an application for a traffic signal demonstration project next fiscal year.

In our earlier telephone conversations with our Salem and FHWA offices, it was thought that upgrading the indications etc. could be a part of the overall project. This will be determined later as the project is undertaken.

By a copy of this letter your application is being forwarded to the Program Management Section for processing towards FHWA approval.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring ✓
L.E. George
George Thornton
Eb Engelmann

PROJECT MANAGEMENT
PME
LGE
CCE ☐
FAE ☐
OM ☐
OPE ☐
SEP 23 1977
TAA Schnell
File: PM FA LG OP

9340

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

September 7, 1977

Mr. Alfred Shirley
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: Upgrade City of Medford Traffic Signal System

Gentlemen:

Enclosed herewith is the original and one copy of an FAUS application to upgrade 45 signalized intersections in the City of Medford. This application is for design only and preparation of plans and specifications.

As we have discussed earlier, it may be possible that some Federal funds under the "Traffic Signals Demonstration Program" may be available next year for construction.

This application has been approved by the City and by Jackson County and is a top priority project as shown on the recently revised FAUS list of priorities submitted to your office.

Efforts to upgrade the signals have been made in the past. Approximately three years ago, the State Highway Division prepared and designed some signal improvements at many of these intersections; however, that project never got off the ground due to budgetary restrictions. Most of the intersection data used earlier should still be applicable and should be able to be incorporated into this project.

This project is for project design, preparation of plans and specifications to install a "System 170" computerized traffic control system for the City of Medford. Plans and specifications would include both signal software and hardware required for a complete renovation of equipment at each specified intersection. I am unclear at this time whether or not signal demonstration funds may be used to upgrade intersection hardware such as poles, heads and street lighting or if this project will be only for a "System 170" computerized traffic control system utilizing existing street hardware. Possibly plans and specifications should be kept separate between the signal control system and signal hardware upgrading so that in the event signal hardware upgrading is not a participating item, that we may still proceed to acquire Federal funds for a System 170 computerized control system.

Alfred Shirley
Attn: Glen Clark

Subject: Upgrade City of Medford Traffic Signal System

I am sure there will be additional questions and comments, Please contact this office at any time when additional information or suggestions are desired.

Cordially,

Robert D. Kortt

Robert D. Kortt
City Traffic Engineer

ahf
Atch.

9340

# FEDERAL AID PROJECT REQUEST

Date August 24, 1977

Applicant Agency City of Medford
Request for: Off-System_____, FAS-C_____, FAUS X Project
Federal Aid Route No. City-wide Route Name City-wide
Project Name Upgrade City-wide traffic signals

Project Length City-wide Project Location (Attach sketch map)
Project Description This project is for project design, preparation of plans and specifications to install a "System 170" computerized traffic control system for the City of Medford. Plans and specifications would include both signal software and hardware required for a complete renovation of equipment at each specified intersection
Average Daily Traffic All downtown City streets Design Speed 20 to 35 mph

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width______ Travel Lanes______ Shoulders______
Medians______ Parking______
Sidewalks______
Remarks______

2. Desired Roadway Cross Section: (Attach sketch)
No change in roadway cross sections
Width______ Travel Lanes______ Shoulders______
Medians______ Parking______
Curbed______ Length Curb Radii______
Sidewalk/Bikeway______
Remarks______

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width______ Minimum______ Maximum______

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No______

3. Will additional right-of-way be needed? Yes______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______
Remarks Upgrade of signals will be within existing rights-of-way

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

## CITY OF MEDFORD

## FAUS Project, Upgrade Signals (Plans and Specifications only)

The following intersections are those which currently are operating on the signal interconnect system utilizing one pair of telephone wires and which should be considered to be on the computerized "System 170" signal control system.

1. Riverside and 12th
2. Riverside and 10th
3. Riverside and 8th
4. Riverside and Main
5. Riverside and 6th
6. Riverside and 4th
7. Riverside and Jackson
8. Riverside and Edwards
9. Riverside and Manzanita
10. Riverside and McAndrews
11. 10th and Oakdale
12. Court and McAndrews
13. Court and Edwards
14. Central and Jackson
15. Central and 4th
16. Central and 6th
17. Central and Main
18. Central and 8th
19. Central and 9th
20. Central and 10th
21. Central and 12th
22. Main and Crater Lake Avenue
23. Main and Hawthorne
24. Main and Bartlett
25. Main and Front
26. Main and Fir
27. Main and Grape
28. Main and Holly
29. Main and Oakdale
30. Main and Orange
31. Main and Hamilton
32. 8th and Hamilton
33. 8th and Orange
34. 8th and Oakdale
35. 8th and Ivy
36. 8th and Holly
37. 8th and Grape
38. 8th and Front
39. 6th and Grape
40. Jackson and Biddle
41. Jackson and Hawthorne
42. Crater Lake Ave. and Jackson
43. 4th and Front
44. 6th and Front
45. 4th and Bartlett

2. **Proposed Signalization:**

Location ______

Type ______
Phases ______
Type of Suspension ______
Interconnected ______
Remarks ______

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location ______
Type ______

Remarks ______

## V. STRUCTURE DATA

1. **Existing Structure:**

Location N/A
Type ______
Approach Roadway Width ______ Shoulder Width ______
Length ______ Width ______
To remain in place? ______

2. **Proposed Structure:**

Location ______

Approximate Size: Length ______ Width ______

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

   Name of Railroad Southern Pacific

   Existing Crossing Protection

2. Will existing railroad crossing be altered? No

   Remarks Railroad preemption will be required at some intersections near crossings as specified on attached railroad data list.

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | Hugh Jennings, Councilman, City of Medford<br>Office |
| 2. | Environmental | E. G. Engelman, OSHD, Roseburg<br>Office |
| 3. | Public Hearing | N/A<br>Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant State X Consultant

2. Project construction engineering to be performed by: N/A

Applicant_________ State_________ Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No_________

If "yes," describe briefly:____________________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ - |
| Right-of-way costs (if participating) | - |
| Traffic control | - |
| Illumination | - |
| Structures | - |
| Railroad | - |
| Other____________________ | - |
| Preliminary engineering | 25,000 |
| PROJECT TOTAL | $ 25,000 |

Remarks This project is for preparation of plans and specifications only

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Medford and/or Jackson COUNTY

By Monte R. Stamper
Monte Stamper, Mayor Pro Tem

By Emily H. Kirkham
Emily Kirkham, Recorder

By Isabel H. Sickels

By Don Moore

By Carol B. Doty

Jackson County Board of Commissioners

(1976)

1981 Benton County Marking No. 2 934
on various county roads.

Cda 7407 12-24-80

73-11

5

August 22, 1983

Aid Insurance Company
PO Box 974
Des Moines, Iowa 50304

CON 5
#9341

Gentlemen or Ladies:

A post-final payment for $1,500 will be made to Eterna-Line Corporation on Contract No. 9341 for the Benton County Pavement Marking Project No. 2 as soon as the warrant is prepared.

The total amount paid on this contract will be $56,538.65 including the post-final payment. No force account work was performed on this contract.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Eterna-Line Corporation
5282 Chinden Blvd.
Boise, ID 83704

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9341 5-26-83 8

111 OSHD (Coulter,

# STATE COPY

U.S. DEP TMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Benton | DIVISION<br>Oregon |
| DATE OF REPORT<br>5/20/83 | REPORT MADE BY<br>W. H. Kappus, Area Engineer | | PROJECT NO.<br>PMS-000S(101) |
| COMPLETION DATE<br>7/21/82 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>10/27/82 | TIME ELAPSED<br>97 % | CONTRACT TIME<br>75 calendar days |
| APPROVED EXTENSIONS<br>NONE | LOCATION<br>See Below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BENTON CO. PAVEMENT MARKING NO. 2
VARIOUS CO. ROADS

This project provided for the placing of pavement legends and reflective buttons on roads throughout the County.

There were no major overruns or underruns.

A final inspection of the completed project was made 8/6/82.

RECEIVED
STATE HWY ENGR
JUN 7 '83
REFER TO Keary
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W. H. Kappus<br>Original Signed By WILLIAM H. KAPPUS Area Engineer | | SIGNATURE<br>G. K. Hossner<br>Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>6/3/83 | TITLE<br>Field Operations Engineer | DATE<br>6/6/83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9341

B

December 14, 1982

Aid Insurance Company
P. O. Box 974
Des Moines, Iowa 50304

CON 5
#9341

Gentlemen or Ladies:

On October 29, 1982, we wrote to you concerning release of final payment on Contract No. 9341 awarded to Eterna-Line Corporation for the Benton County Pavement Marking Project No. 2.

Final payment on this contract is $1,100 and the total contract amount is $55,038.65. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Eterna-Line Corporation
5282 Chinden Boulevard
Boise, ID 83704

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

NOTED [illegible]
12-14-82 dc

9341 11-3 82 L.

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Coral Const. Co.<br>No. 9416 | Curry County Pavement Marking Project No. 2<br>Curry County | October 12, 1982 |
| W. R. Grasle Co.<br>No. 9349 | NW Cornell Rd. @ NW Barnes and Saltzman Roads<br>Washington County | October 13, 1982 |
| Ajax Electric Co., Inc.<br>No. 9309 | Oswego Hwy. @ Cedaroak Dr. & Hidden Springs Rd. (West Linn)<br>Clackamas County | October 13, 1982 |
| Linnco Electric Co.<br>No. 9179 | 4th St. @ "E" & "F" Sts. (Grants Pass)<br>Josephine County | October 27, 1982 |
| Eterna-Line Corp.<br>No. 9341 | Benton County Pavement Marking Project No. 2<br>Benton County | October 27, 1982 |

November 3, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

Orig to Gorman
cy [illegible]
[illegible]

9341

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Benton County Pavement Marking No 2

WEEK ENDING: July 31, 1982

SECTION PREFIX: 502-1002

HIGHWAY: Various Co Roads

COUNTY: Benton

KIND OF WORK: Pavement Marking

NAME OF JOB: Benton Co Pavement Marking No 2

CONTRACT NUMBER: 9341

FEDERAL AID PROJECT NUMBER: PMS-000S(101)

CONTRACTOR: Eterna-Line Corp.

DATE WORK STARTED: 4/30/82

ESTIMATED COMPLETION DATE: July 21 1982

DATE OF CONTRACT: Sept. 14, 1981

SPECIFIED WORK DAYS: 75

WORK DAYS USED: 73

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED: 97

PROJECT AUTHORIZATION: $ 59,341.06

EXCLUSIVE OF ENGINEERING: $ 54,158.43

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~[illegible]~~ 55,500

ESTIMATED PERCENT: OVERRUN UNDERRUN +2.5 %

ENGINEERING AUTHORIZATION: $ 5,182.63

ENGINEERING COST TO DATE: $ 5,180

this week

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 7/21/82

semi-final estimate was submitted July 28th

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

RECEIVED
AUG 2 1982
CONSTRUCTION SECTION

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY<br>July 26, 1982 | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final estimate was submitted to Region Office on July 28th.

PROJECT COMPLETED

FINAL REPORT

**Next Week:**

SIGNED Kenneth D. Karnosh LOCATION Albany

**Kenneth D Karnosh, Resident Engineer**

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9341

7-27-82

502-1002 Benton

1 Versteeg /
Anderson
2 Adams // ✓
Olson
dy Sullivan
Terpin
/ Trout
Wakarlig

RECEIVED
AUG 4 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

WGB

## NARRATIVE REPORT

Benton County Pavement Marking No. 2
Various County Roads
Benton County
Contract 9341

Bids for this project were opened on August 27, 1981, and the contract was awarded to Eterna-Line Corporation of Boise, Idaho. Work started on April 30, 1982, and the project was completed on July 21, 1982.

### TEMPORARY PROTECTION & DIRECTION OF TRAFFIC

The only problems in this area involved two items: 1. A small contractor and subcontractor who had never before done any work for the State of Oregon, and 2. Fairly fast-moving operation.

The first problem was resolved with some instruction and by referring the contractor to the plans. For the second problem area, the contractor just had to accept the fact that proper signs must be in place while he was working in the roadway and spend the time to do it. Signing for the button operation was placed at each end of the section of roadway and the flagger moved along with the button-placing operation.

### THERMOPLASTIC MARKINGS & PAVEMENT BUTTONS

Placement of these materials requires warm, dry weather. The manufacturer recommends minimum temperatures (air and surface) of 70° F. with nighttime temperatures above freezing. Because this project was on a workday count, we reviewed past weather records to determine when conditions normally become favorable for this work. Price Agreement 1 was written to revise Section 108.08 to not charge workdays from December 1, 1981, to April 19, 1982, which is when conditions normally would become acceptable for this work. As it turned out during the excluded period, frost at night would not have allowed this work anyway.

The turn arrow and "CROSSING" symbols showed in the plans do not match the MUTCD symbols or the standard alphabet letter size. Price Agreement 2 revised the project plans to incorporate turn arrows as depicted in the MUTCD, which are also the ones our striping crews paint on roadways. As for the letters in "CROSSING", the contractor altered the letters slightly to get them to fit into the 10-foot width as specified in the project plans. In fact, a couple of them had to be altered futher so they could be placed in the existing lane widths of less than 10 feet.

There was complete disagreement over the intent of Section 648.32 of the Project Specifications as to removal of existing legends. After some discussion, the contractor was ordered to remove all of the existing legends which showed around the new legend. Extra Work Order 1 compensated the contractor for removing the existing legends where the new legend was installed down the road from the old one or where additional existing legends were located away from the new location. The contractor has indicated that he will file a claim for the costs of removing the legends not covered by the Extra Work Order. Section 648.32 needs to be re-worded on future projects to eliminate this confusion.

The sample of the pavement button epoxy showed viscosity too high on component B. At the suggestion of John Jenkins, with subsequent letter from Duane Christensen, Price Agreement 3 was written to allow use of the epoxy.

## GENERAL COMMENTS

This project was set up with workday count. This is always a problem in determining charges. It would be simpler just to specify a realistic completion date.

Benton County people said that the information for setting up this project was gathered about two years ago. Enough changes have occurred that four crosswalks shown on the plans were not now needed and four other crosswalks were installed instead. Also two roadways which were shown for pavement button installation were scheduled by the county for resurfacing this summer. The buttons were placed on alternate roads; however, the thermoplastic legends on those roads will soon be paved over.

Kenneth D. Karnosh
Kenneth D Karnosh
Project Manager
July 27, 1982

502-1002

## STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Benton County Pavement Marking No. 2
Highway: Various County Roads
County: Benton

Contract: 9341
Prefix: 502-1002
FA No.: PMS-000S(101)

### SUMMARY

| Item | Original | Semi-final | % (+ or - ) |
|---|---|---|---|
| Bid items | $ 51,826.25 | 54,938.65 | + 6 |
| Anticipated items | 0 | 0 | - |
| Contingencies | 2,332.18 | 0 | - 100 |
| Engineering | 5,182.63 | 5,182.63 | - |
| Total | 59,341.06 | 60,121.28 | + 1 |

All substantial charges were evaluated and only those listed below meaningfully affect the total project cost.

### INDIVIDUAL OVERRUNS AND UNDERRUNS

| Item# | Item | unit | Original | Semi-final | % (+ or - ) |
|---|---|---|---|---|---|
| 3 | temp signs<br>Used all that were needed. | sq ft | 166 | 54 | - 67 |
| 4 | temp barricades<br>None needed. | each | 4 | 0 | - 100 |
| 5 | flagmen<br>Used all that was needed - job went quickly. | hour | 350 | 100.5 | - 71 |
| 10 | 12" pavement line<br>Stop bar areas were wider that anticipated. | lin ft | 1788 | 2752.5 | + 54 |

9341

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-16 | U.S. DEPARTMENT OF TRANSPORTATIO<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>10-6-81 | STATE<br>Oregon<br>COUNTY<br>Benton<br>PROJECT NO.<br>PMS-000S(101) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Countywide

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-5-81 | 0.00 |

OTHER *(Specify)*

FUNDS PRO RATA 100%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 65,400.00 | $ 65,400.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XXX For: H.S. Coulter
By

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 22, 1981

Federal Aid Project
No. PMS-000S(101)

**Benton County Pavement Marking Project No. 2**
**County Roads**
**Benton County**

## PROJECT AGREEMENT ESTIMATE

**Type Code PE**
**Preliminary Engineering**

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 5,400.00 |
| Mobilization | | All Required | 1,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 500.00 |
| Temporary Signs | 166 Sq. Ft. | 5.00 | 830.00 |
| Temporary Barricades | 4 Each | 25.00 | 100.00 |
| Flagmen | 350 Hour | 5.00 | 1,750.00 |
| Thermoplastic Pavement "Schools" | 18 Each | 225.00 | 4,050.00 |
| Thermoplastic Pavement "School Crossings" | 10 Each | 550.00 | 5,500.00 |
| Thermoplastic Pavement "RxR's" | 38 Each | 663.00 | 25,194.00 |
| Thermoplastic Arrows | 10 Each | 87.00 | 870.00 |
| 12-inch Thermoplastic Pavement Line | 1,788 Lin. Ft. | 4.50 | 8,046.00 |
| Mono Directional Crystal, Type 1 Marker | 338 Each | 2.55 | 861.90 |
| B1-Directional Yellow, Type 1 Markers | 1,179 Each | 2.65 | 3,124.35 |
| | | SUBTOTAL | $ 51,826.25 |
| | | Engineering | 7,514.75 |
| | | TOTAL | $ 59,341.00 |

Length of Project ------------- 0.0 miles

### SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 5,400.00 | $ 5,400.00 |
| Pavement Marking | 59,341.00 | 59,341.00 |
| Reserve | 659.00 | 659.00 |
| TOTAL | $65,400.00 | $65,400.00 |

| | | |
|---|---|---|
| Group 1 | 100% | |
| Contract No. | 9341 | |
| Prefix | 502-1963 | (PE) |
| | 502-1002 | (Constr.) |

9341

L

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

RECEIVED
STATE HWY ENGR
SEP 8'81
REFER TO
FOR
Info | Inves | R/D | D/K | Sign | Act | File

September 4, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. PMS-000S(101)
Benton County Pavement Marking Project No. 2

Tentative concurrence is requested in the award of contract for which bids were received on August 27, 1981 for the subject project.

Eterna-Line Corporation submitted the low bid of $51,826.25 which is $5,289.75 or 11.4% over the Engineers estimate of $46,536.50. Two other bids were received in the amounts of $53,555.15 and $56,734.00.

We have reviewed the engineers estimate and find that the estimate was not revised to reflect a change in pavement marking material specified in a revision letter of August 13, 1981. Adjusting the engineers estimate for the increase in cost of this material would increase the engineers estimate by $11,463.50 to $58,000.00. The low bid would then be 10.4% below the revised engineers estimate.

We feel it is in the public interest to award the contract to the low bidder, because the three bids received are a good response to our advertising and they are closely grouped in the amounts bid. We believe we would not receive more or lower bids by readvertising and in addition we would have to increase the estimate to reflect the change in material making an anticipated higher cost for the project if we rejected the low bid.

Your favorable reply is requested. Attached is a copy of the bid tabulations and any further information requested will be furnished.

CL:bkc
cc: H.S. Coulter
E.L. Johnson

Form 734-3122

9341

U. S. DEPARTMENT OF TRANSPORTATION
~~FEDERAL~~ HIGHWAY ADMINISTRATION

8-5-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(101)

2

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10039

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/81

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER County Roads

10. GENERAL LOCATION:
Benton County Pavement Marking Project #2

11. GENERAL DESCRIPTION OF WORK
Pavement Marking

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's July 31, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $60,000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

(The above authorization does not require additional obligation of funds)

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STATE HWY ENGR
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REFER TO
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FOR

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w/ att
8/12

14. DATE 8/5/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9341

2-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(101)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM
E.J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10039

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehring
FOR
Info | Immed | [illegible] | D/R | Sign | Act | File

Orig to
2-19-81

7. DATE AUTHORIZATION EFFECTIVE 1/17/81

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER County Roads

10. GENERAL LOCATION:
Benton County Pavement Marking Project #2

11. GENERAL DESCRIPTION OF WORK
**Pavement Marking**

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $60,000 Federal Funds.

14. DATE 2/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9341

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10039
Project No. PMS-000S(101)
Benton Co. Pvm't. Marking Proj. No. 2
Benton County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $60,000.

JLG:bkc

cc: L.E. George
Lou Olson
General Files

Form 734-3122

9341

2.

December 24, 1980

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

AGR 4

Attention: William Flynn
Director of Records

MISC. CONTRACTS and
AGREEMENTS No. 7407

Gentlemen:

Attached for your records is a fully executed copy of a Letter of Understanding for a Title II Pavement Marking Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell ((agree. att.)

**STATE OF OREGON**

Highway - Traffic

# INTEROFFICE MEMO

PRO 6-1-3

TO: H. S. Coulter
State Highway Engineer

DATE: September 29, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

Benton County has requested a project to install plastic pavement markings on various county roads.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds | Local Funds |
|---|---|---|---|---|---|
| County | Benton County<br>Pavement Marking<br>Project No. 2 | $60,000 | $60,000 | -0- | -0- |

The project has been investigated and is eligible for funding under the Title II Pavement Marking Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:ds
Attachments

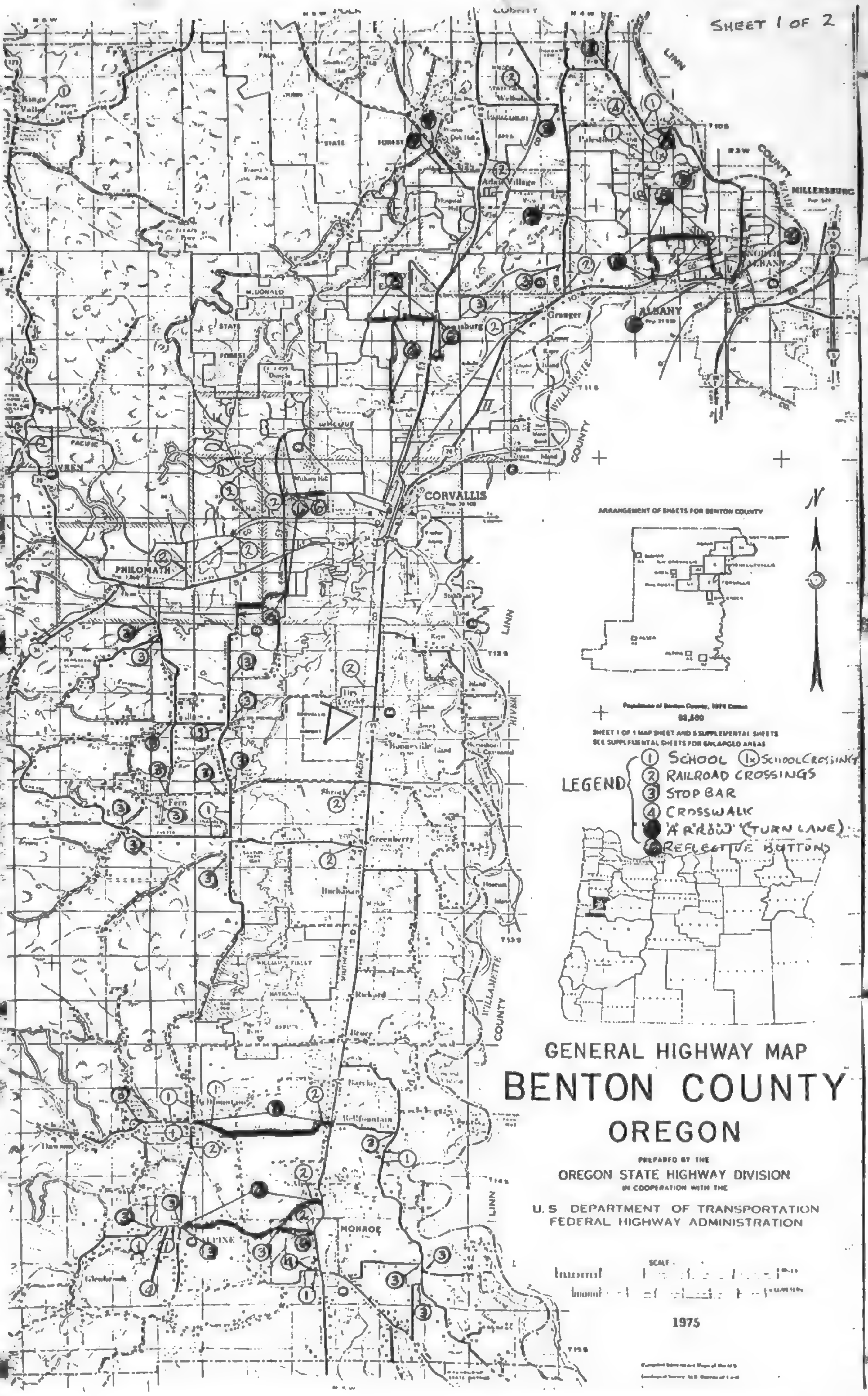
APPROVED:

State Highway Engineer

Date: 9/30/80

Contains Recycled Materials
81-125-1387

SHEET 1 OF 2


LEGEND
① SCHOOL (1x) SCHOOL CROSSING
② RAILROAD CROSSINGS
③ STOP BAR
④ CROSSWALK
● "ARROW" (TURN LANE)
● REFLECTIVE BUTTON
N
ARRANGEMENT OF SHEETS FOR BENTON COUNTY
Population of Benton County, 1974 Census
63,500
SHEET 1 OF 1 MAP SHEET AND 5 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEETS FOR ENLARGED AREAS
CORVALLIS
ALBANY
NORTH ALBANY
MILLERSBURG
PHILOMATH
Adair Village
Wellsdale
Palestine
Granger
Lewisburg
Greenberry
Fern
Alpine
Monroe
Bellfountain
Dawson
Glenbrook
Wren
Kings Valley
LINN COUNTY
WILLAMETTE
LINN
COUNTY
SCALE
T11S
T12S
T13S
T14S
T15S

# GENERAL HIGHWAY MAP

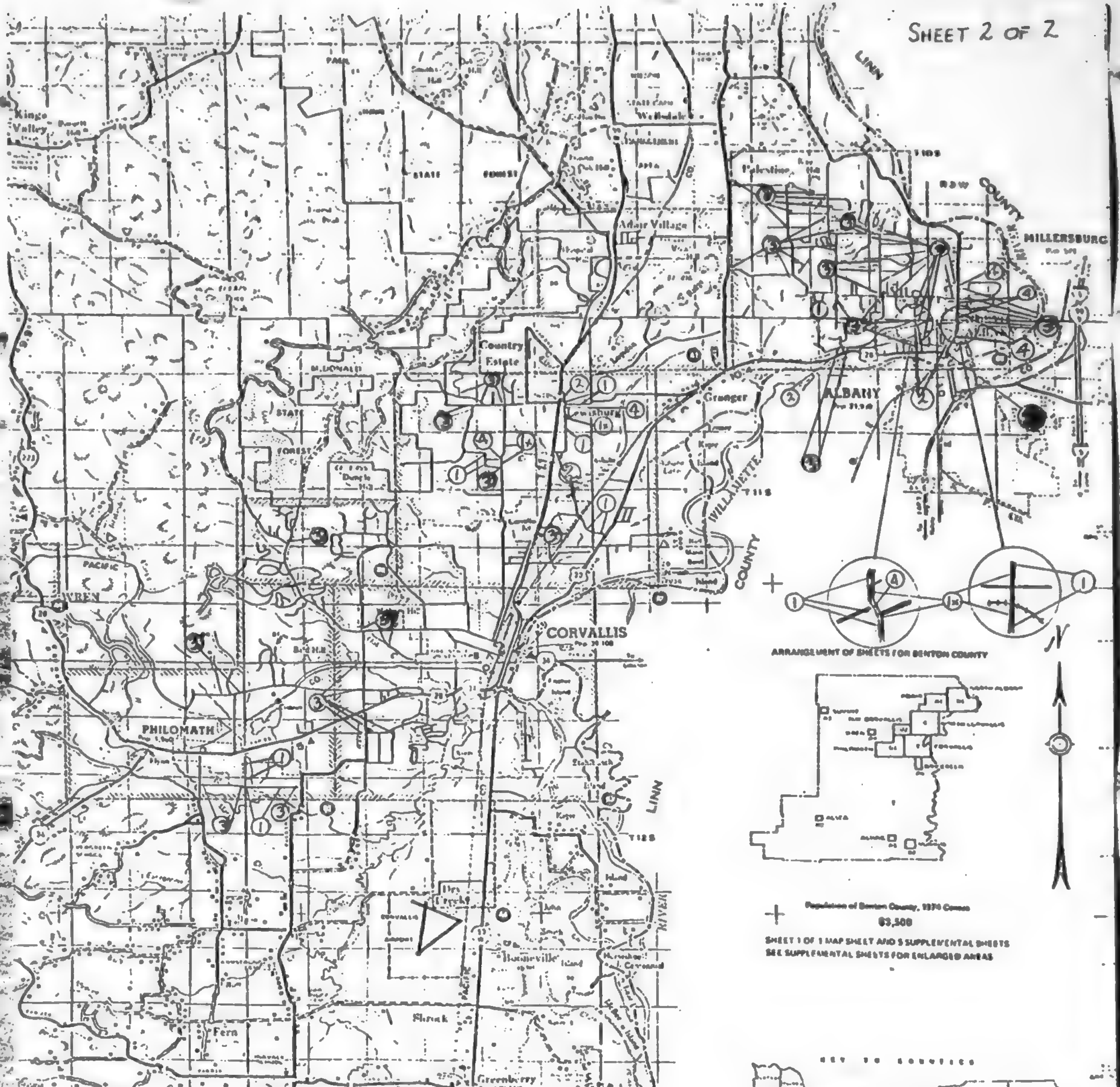
# BENTON COUNTY

# OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1975

SHEET 2 OF 2


LINN
COUNTY
MILLERSBURG
Kings Valley
Wellsdale
Palestine
Adair Village
Country Estate
Granger
ALBANY
CORVALLIS
PHILOMATH
WREN
PACIFIC
Dry Creek
Bonneville
Fern
Greenberry
Buchanan
Richard
Bruce
Bellfountain
ALPINE
MONROE
WILLAMETTE
RIVER
ARRANGEMENT OF SHEETS FOR BENTON COUNTY
N
Population of Benton County, 1970 Census
53,500
SHEET 1 OF 1 MAP SHEET AND 5 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEETS FOR ENLARGED AREAS
KEY TO COUNTIES
SCALE

# GENERAL HIGHWAY MAP
# BENTON COUNTY
# OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1975

9341

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-31-80

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: PMS-000S(101)

STATE PROJECT NO.: See below

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.:

ITEM NO.: 10039

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENG
NOV 4 - '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-4
[illegible]

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>10-31-80 | FEDERAL ROUTE NUMBER<br>Various<br>STATE ROUTE NUMBER<br>County Roads |

GENERAL LOCATION:

Benton County Pavement Marking Project #2

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $5,400

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 15, 1980.

| | | |
|---|---|---|
| DATE<br>10-31-80 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. [illegible] | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-856

9341

L

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 15, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10039
Project No. PMS-000S(101)
Benton Co. Pavement Marking Project No. 2
Benton County

Attached is supporting data consisting of Project Proposal, Description of Procedures and PR-1 forms with project maps.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $5,400 with an obligation of $5,400 in Federal funds.

DRH:bke
Attachments

cc: L.E. George
C.O. Fredrickson (Region 2)
Gen. Files

9341

10-7-80

## REPORT OF ACTION UNDER DELEGATED AUTHORITY

## BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

| SECTION | ESTIMATED TOTAL COST | FEDERAL FUNDS | STATE SHARE | LOCAL GOVT. FUNDS | APPROVAL DATE |
|---|---|---|---|---|---|
| *Harmony Road Guardrail<br>Clackamas County | $39,205 | $35,284 | 0 | $3,921 | 9- 3-80 |
| Mt. Hood Highway at Towle Road<br>(Gresham) Multnomah County | 70,000 | 63,000 | $7,000 | 0 | 9-15-80 |
| Pacific Highway East at<br>Hayesville Drive NE (Salem)<br>Marion County | 65,000 | 58,500 | 7,500 | 0 | 9-23-80 |
| Columbia River Highway at<br>Umatilla-Stanfield Highway<br>Umatilla County | 90,000 | 81,000 | 9,000 | 0 | 9-17-80 |
| Benton County Pavement<br>Marking Project No. 2 | 60,000 | 60,000 | 0 | 0 | 9-30-80 |

*Project Cancellation

October 7, 1980

H. S. Coulter
State Highway Engineer

10-7-80
orig. to Gorman
cy George

1981 Williamson R. Br. Sec. of 9342
Modoc Pt. Hwy.
(Grad., pav. & struc.)

9342

STATE COPY

rll

c: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Klamath | DIVISION<br>Oregon |
| DATE OF REPORT<br>10/19/84 | REPORT MADE BY 10-19-84<br>D. B. Carter, Area Engineer | | PROJECT NO.<br>BRS-165(3) |
| COMPLETION DATE (Actual)<br>6/4/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>4/5/83 | TIME ELAPSED<br>99 % | CONTRACT TIME<br>265 calendar days |

LOCATION Willamson River crossing on the Modoc Point Highway (FAS 165) in Klamath County, Oregon.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## WILLIAMSON RIVER BRIDGE SECTION
## MODOC POINT HIGHWAY
## Grading, Paving & Structure

This project provided for the replacement of an existing narrow structure and the associated approach grading.

The final cost of the original contract items was $349,428.28 or a 0.15 percent overun of the contract bid amount of $348,903. The final cost of the project including all changes and engineering was $388,756.08.

A final inspection of the completed work was made on August 10, 1982.

All participating work has been completed.

All signing and striping is complete.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 23 '84
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy 10/29

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>D. B. Carter<br>Original Signed By D. B. Carter Area Engr. | | SIGNATURE<br>G. K. Hossner<br>Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>10/22/84 | TITLE<br>Field Operations Engineer | DATE<br>10/22/84 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9342

5

July 14, 1983

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9342

Gentlemen or Ladies:

A post-final payment for $1,144.67 will be made to Stach Construction Company on Contract No. 9342 for work on the Williamson River Bridge on Modoc Point Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $356,079.83 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Stach Construction Company
P.O. Box 730
Grants Pass, OR 97526

Kingrey-Price Insurance Agency
P.O. Box 784
Springfield, OR 97477

bc: C. T. Keasey
Walt Hart
Dale Allen

9342

June 3, 1983

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9342

Gentlemen:

On April 14, 1983, we wrote to you concerning release of final payment on Contract No. 9342 awarded to Stach Construction Company for work on the Williamson River Bridge on Modoc Point Highway in Klamath County.

The total contract amount is $354,935.16 and no work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

aw

cc: Stach Construction Company
P.O. Box 730
Grants Pass, OR 97526

Kingrey-Price Insurance Agency
P.O. Box 784
Springfield, OR 97477

bc: C. T. Keasey
Walt Hart
Dale Allen

1-9342 5-2-83 File 8

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Banducci Bros. Const.<br>No. 9465 | Cow Cr. & Manzanita SRA's<br>Douglas & Josephine Counties | April 4, 1983 |
| Stach Const. Co.<br>No. 9342 | Williamson River Bridge<br>Klamath County | April 5, 1983 |
| Don Haisch Const. Co.<br>No. 9507 | Clatskanie River (Clatskanie) Bridge<br>Columbia County | April 11, 1983 |
| Rogue River Paving Co.,Inc.<br>No. 9521 | Fairhaven School-Agate St.<br>Klamath County | April 11, 1983 |
| Hamilton Electric, Inc.<br>No. 9512 | SE 162nd Ave.-NW Ava Ave.<br>Multnomah County | April 11, 1983 |
| Banducci Bros. Const.<br>No. 9448 | Gettings Cr., Cabin Cr. & S. Umpqua Safety Rest Areas<br>Lane & Douglas Counties | April 12, 1983 |
| Hertz Electric, Inc.<br>No. 9462 | Washington County Fire Pre-Emption Project No. 1<br>Washington County | April 12, 1983 |
| Gresham Paving, Inc.<br>No. 9391 | SE Harmony Rd. @ SE Price Fuller Rd.<br>Clackamas County | April 15, 1983 |
| Ajax Electric Co.<br>No. 9470 | Col. River Hwy. @ 1st St. (Rainier)<br>Columbia County | April 15, 1983 |
| JAL Construction, Inc.<br>No. 9524 | Antelope Creek Culvert<br>Crook County | April 18, 1983 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| C.C. Meisel Co., Inc.<br>No. 9311 | Newberg-M.P. 26.0<br>Marion & Yamhill Counties | April 18, 1983 |
| Stach Construction Co.<br>No. 9432 | Fiddle Creek Bridges<br>Lane County | April 22, 1983 |
| Hansen Electric Co.<br>No. 9438 | NE Sandy Blvd.-SE Washington St. (Portland)<br>Multnomah County | April 28, 1983 |

May 2, 1983

Warren E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

Sec. 427

ROAD DESIGN SECTION

DES 16

Barry N. Hatcher
Project Manager

N. E. Mann

N. E. Mann
Design Team Supervisor

September 2, 1982

1 Verstoeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
SEP 8 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Williamson River Bridge
Modoc Point Highway
Klamath County
Contract No. 9342

Your Construction Narrative Report on this project has been reviewed. We are forwarding to the Structures Unit a copy of your narrative with your comments and ideas for the slotted bolt holes in the metal posts and the splice bolts for the guardrail connecting plate for their review.

NEM:rw

cc: D. D. Allen

1342

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Williamson River Bridge

WEEK ENDING: June 26, 1982

SECTION PREFIX: 118-1008

HIGHWAY: Modoc Point

COUNTY: Klamath

NAME OF JOB: Williamson River Bridge

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: Stach Construction Co.

CONTRACT NUMBER: 9342

FEDERAL AID PROJECT NUMBER: BRS-165(3)

DATE OF CONTRACT: September 2, 1981

DATE WORK STARTED: February 3, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 265

WORK DAYS USED:

CALENDAR DAYS USED: 262

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $399,296.41

EXCLUSIVE OF ENGINEERING: $367,634.14

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $353,534.70

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.8%

ENGINEERING AUTHORIZATION: $31,662.27

ENGINEERING COST TO DATE: $31,662.27

PERCENT OF AUTHORIZATION: 100%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 4, 1982

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | 2,420 | | | 760 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 2,458 | | | 874 |
| TOTAL QUANTITIES CORRECTED TO DATE | | 2,458 | | | 874 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 5478A | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 20 | Fair | 0 | | |
| MONDAY 21 | " | " | | |
| TUESDAY 22 | " | " | | |
| WEDNESDAY 23 | " | " | | |
| THURSDAY 24 | " | " | | |
| FRIDAY 25 | " | " | | |
| SATURDAY 26 | Fair | 0 | | |

K

RECEIVED
JUN [illegible] 1982
CONSTRUCTION SECTION
SCS
EEO
TC
FE
CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | NO PROJECT ACTIVITY ALL WEEK |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Contract work completed except for some minor cleanup work to be done by subcontractor.
Semi-Final completed except for some minor details.
Should be able to submit semifinal to Region office next week.

SIGNED B. N. Hatcher LOCATION Klamath Falls
B. N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9342

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-11 | U.S. DEPARTMENT OF TRANSPORTATIO<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>10-6-81 | STATE<br>Oregon<br>COUNTY<br>Klamath<br>PROJECT NO.<br>BRS-165(3) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

Williamson River Bridge

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-5-81 | 0.023 |

OTHER *(Specify)*

FUNDS PRO RATA 80%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 399,160.00 | $ 319,328.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Asst. State Highway Engineer
*(Title)*
XXX For: H.S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: Dale E. Wilken
Date executed by Division Administrator OCT 6 [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 21, 1981

Federal Aid Project
No. BRS-165(3)

Williamson River Bridge
MODOC Point Highway
Klamath County

## PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 5478A (Sta. 1212+00 to Sta. 1223+00)(Str. Sta. 1216+57 to Sta. 1218+77)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 9,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 2,500.00 |
| Temporary Signs | 143 Sq. Ft. | 6.00 | 858.00 |
| Temporary Continuous Rail Traf. Barriers, Reflectorized | 50 Lin. Ft. | 6.00 | 300.00 |
| Flagmen | 40 Hour | 1.00 | 40.00 |
| ROADWORK | | | |
| Removal of Structures and Obstructions | | | 900.00 |
| Embankment in Place | 950 Cu. Yd. | 6.80 | 6,460.00 |
| Toe Trench Excavation | 30 Cu. Yd. | 11.00 | 330.00 |
| Aggregate Base | 2,420 Ton | 21.40 | 51,788.00 |
| Class "B" Asphalt Concrete | 760 Ton | 53.00 | 40,280.00 |
| Membrane Waterproofing | 784 Sq. Yd. | 17.00 | 13,328.00 |
| Guard Rail, Type 2A | 188 Lin. Ft. | 13.00 | 2,444.00 |
| Guard Rail, Type 3 | 100 Lin. Ft. | 26.00 | 2,600.00 |
| Guard Rail Anchors, Type 1 | 4 Each | 275.00 | 1,100.00 |
| Rail End Pieces, Type C | 4 Each | 80.00 | 320.00 |
| Rail End Pieces, Terminal Connector | 4 Each | 40.00 | 160.00 |
| Extra for Asphalt Approaches | 8 Each | 250.00 | 2,000.00 |
| Loose Riprap, Class 50 | 135 Cu. Yd. | 22.00 | 2,970.00 |
| Bridge Removal Work | | All Required | 10,500.00 |
| Structure Excavation | 100 Cu. Yd. | 11.00 | 1,100.00 |
| Furnish Pile Driving Equipment | | All Required | 8,000.00 |
| Furnish HP 10x42 Steel Piling | 415 Lin. Ft. | 14.00 | 5,810.00 |
| Furnish Composite Piling | 864 Lin. Ft. | 22.00 | 19,008.00 |
| Drive Steel Piles | 415 Lin. Ft. | 1.00 | 415.00 |

| | | | |
|---|---|---|---|
| Drive Composite Piles | 540 Lin. Ft. | 1.00 | 540.00 |
| Structural Concrete, Class 3300 | 65 Cu. Yd. | All Required | 17,800.00 |
| 4'x45'/50' Prestressed Slabs | 8 Each | 3,700.00 | 29,600.00 |
| 4'x55'/60' Prestressed Slabs | 24 Each | 3,700.00 | 88,800.00 |
| Reinforcement | 6,700 lbs. | All Required | 3,600.00 |
| Reinforced Concrete Bridge End Panels | 142 Sq. Yd. | 60.00 | 8,520.00 |
| Two Tube Steel Railing | 432 Lin. Ft. | 41.00 | 17,712.00 |
| | | | $ 348,783.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 800.00 |
| Temporary Erosion Control | All Required | 100.00 |
| Roadside Seeding and Mulching | All Required | 1,000.00 |
| Adjust Sprinkler System | All Required | 1,000.00 |
| | | $ 2,900.00 |
| | SUBTOTAL | $ 351,683.00 |
| | Engineering | 47,477.00 |
| | TOTAL | $ 399,160.00 |

Length of Structure --------- 0.023 mi.

Federal Funds (80%)----------$319,328.00
State Funds ----------------- 79,832.00
TOTAL $399,160.00

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9342 |
| Prefix | 118-1464 |
| Prefix | 118-1002 |

Williamson River Bridge
(nonparticipating-State work)

| | | | | |
|---|---|---|---|---|
| Furnishing and Installing Mailbox Posts | 3 Each | 100.00 | $ | 300.00 |

9342

**U. S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

8-5-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-165(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10028

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/81

8. FEDERAL ROUTE NUMBER Secondary 165

9. STATE ROUTE NUMBER Secondary 427

10. GENERAL LOCATION:
Williamson River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated July 27, 1981 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR.
AUG 11 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MG
10

8/11

14. DATE 8/5/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79)    PREVIOUS EDITIONS MAY BE USED

9342

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-23-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-165(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10028

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-23-81

8. FEDERAL ROUTE NUMBER Secondary 165

9. STATE ROUTE NUMBER Secondary 427

10. GENERAL LOCATION:

Williamson River Bridge Section

11. GENERAL DESCRIPTION OF WORK

– Structure - Bridge #5478A

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of June 12, 1981 you are now authorized to proceed with the subject project in accordance with the provisions of the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. TEC $441,750 - FF $353,400.

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR

| Info | Inver | R/D | C/P | Spn | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

orig
to
7/10

14. DATE 6-23-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9342

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/18/81
Donald L Prout
John

Aug 27
~~July 23,~~ 1981 Bid Letting ____ All Clear Deadline

SECTION Williamson River Bridge #5478
Highway Modoc Point
County Klamath Region 4
Type of Work Structure Funds HBR
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DSL
statewide
Noise

BRS-165(3)

3 EXC

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | X | | | X |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | | X | | | X |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | | X | | | X |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | | X | | | X |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | | X | | | X |

Noise Study: statewide

9342

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**

In Reply Refer to
File No.

PRO 6-2

June 12, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10028
Project No. BRS-165(3)
Williamson River Bridge Section
Klamath County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 23, 1981.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $441,750 with an obligation of $353,400 in Federal funds in accordance with the approved Cerrification Acceptance Plan.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: D.D. Allen (Region 4)
General Files

9342

No. 427

ROAD DESIGN SECTION

June 10, 1981

Dale Allen
Region 4 Engineer

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

Williamson River Bridge
Modoc Point Highway
Klamath County

The max super rate of e = 0.120 had been revised to an e of 0.06.

LKW:ja

cc Wayne Cobine

9342

No. 427

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Region 4
Dale Allen

DATE: June 2, 1981

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Williamson River Bridge
Modoc Point Highway
Klamath County

In reviewing the preliminary plans dated May 4, 1981, I find a maximum super rate of e=0.120 is used which relates to a 40 MPH design.

Since the curvature is 16 drgrees and there is a possibility that speeds of 40 MPH or less can be expected, a reduced super rate is in order. I recommend that an e of 0.06 be used which still provides for 35 MPH. Furthermore the reduced super allows improved runoff paterns.

file

Lyle - Please Discuss.

1 Versteeg DOC
Anderson
2 Christensen DW
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 8 1981
ROAD DESIGN SECTION

Do Not File ☐
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WFC/jdm

cc: files

Plans revised to 0.06 max e.
LW.

Concur
Pool
6-5-81

NOTED
D. O. Christensen

RDE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUN 5 1981 RDE
RSO REGION 4 RBE
ASSIGNED

cc. Duane Christensen

Contains Recycled Materials

9342

STATE OF OREGON

DATE: February 4, 1981

TO: John Tindall
Supervising Design Engineer

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Williamson River Bridge
Bridge #5478A
Modoc Point Highway

Attached ~~is~~ a copy of the preliminary plan and elevation (Dwg. #35396), and vicinity map for the subject bridge.

As per your request, dated January 15, 1981, the underwater piers from a previous structure were located. Shown in red pencil on the plan view are the approximate perimeters of the rock crib piers, as determined by the State Diving Crew. The centerlines designate the high points at each pier. The top of the piers were found to be from 3 to 5 feet, more or less, below current water elevation, and 0 to 6 feet, more of less, above the stream bed.

The piers consist of riprap, 1 to 2 feet in diameter, with aproximately 2 foot diameter logs used to form the crib.

6-9-81
Marge to
call re: this

The only apparent conflict with the proposed structure exists at bent #2, station 1217 + 09. The rock pier must be partially removed to accommodate the exterior piles.

Depending on the water elevation all previous piers could be a hazard to

NOTED
ANDERS

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BRIDGE SECTION

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Recycled

attach. in file

boating, and may partially obstruct the waterway. We recommend that the four (4) previous piers be completely removed, whether a possible conflict with the proposed structure exists or not.

WFC/JDM

enc.

cc: files
Dale Allen

9342 10-6-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-165(2)

STATE PROJECT NO. See below

COUNTY NAME Klamath

PROGRAM NO.

ITEM NO. 10028

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR
Info Inves R/D D/R Sgn Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-6-80

FEDERAL ROUTE NUMBER Secondary 165

STATE ROUTE NUMBER

GENERAL LOCATION:
Williamson River Bridge Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-11-80, you are now authorized to proceed with the actual acquisition of files 51520 through 51523 ash shown on R/W map 1R-4=739 for a TEC of $14,000, Federal funds $12,341. Federal participation is limited to that right of way actually incorporated in the final location of the subject projects.

DATE 10-6-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-558

9342 Form FHWA 121 (1/80)

2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon BRS-165(-)
Williamson River Bridge
Modoc Point Highway 427

Date: August 27, 1980

Reply to Attn. of: HBR-OR

From: G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed Mr. Wallace's submittal of August 18 on the subject structure and will approve the 32' roadway. The project is eligible for Bridge Replacement funds. We have no objection to the preliminary plans as submitted.

Please proceed with the design.

for G. L. Green

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STATE HWY ENGR
AUG 28 '80
REF Init
FOR
Info

orig to

9342

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
**TRANSPORTATION BUILDING, SALEM, OREGON 97310**

In Reply Refer to
File No.:
DES 23
Br 5478A

August 18, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. N.E.
Salem OR 97301

NOTED
E. S. HUNTER

Williamson River Bridge
Williamson River Bridge Section
Modoc Point Highway
Klamath County
Bridge 5478A

Enclosed are two prints of drawings 35396 and 35315 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the Foundation Report which has the Hydraulic Report in the Appendix.

The alignment is the same as the existing bridge. The roadway width of 32 feet is the width required for this site which has a traffic count of 500 ADT. The elevation was established to meet the existing roadway on the southeast end of the bridge and remove the hump in the existing roadway on the northwest end. The length is that required to span the river.

A precast prestressed slab span structure was selected to keep the structure depth to a minimum. This is necessary to allow as much headroom as possible for small boat traffic. The estimated cost of this structure, including an allowance for engineering and contingencies is $340,000.

We request your approval of our preliminary plan and your concurrence that this is eligible for HBR funding.

Walter J. Hart
Bridge Engineer

[illegible]
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

RECEIVED
TECHNICAL SERVICES
AUG 19 '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Enclosure

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set prints
Dale D. Allen /w/ 1 set prints
Gary Potter /w/ 1 set prints

Form 734-3122

9342 427

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 15 #427

TO: FILE

DATE: May 30, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Williamson River Bridge
Modoc Point Highway, M.P. 7.32
Klamath County

The proposed project will replace an existing 200-foot long structure consisting of two 100-foot long steel pony trusses. The proposed structure will be placed on the same alignment as the existing structure.

## HYDROLOGY

The Williamson River is a north-south tributary of Upper Klamath Lake and drains an area of approximately 3,014 square miles above the proposed bridge site. Sixty-two years of stream gage records are available from gage 11-5025 (drainage area - 3,000 square miles) located approximately six miles upstream near Chiloquin. The recurrence interval vs. peak discharge relationship listed below was determined from a Log-Pearson Type III statistical analysis of the gage data. The results of the analysis were not adjusted since there is relatively little difference in drainage areas between the bridge and gage sites.

| Recurrence Interval | Peak Discharge |
|---|---|
| 100-year | 13,100 cfs |
| 50-year | 10,800 cfs |
| 25-year | 8,800 cfs |
| 10-year | 6,440 cfs |
| 5-year | 4,860 cfs |

The largest flood of record occurred on December 26, 1964, when a peak discharge of 16,100 cfs was measured at the gage. This flood is estimated to have had approximately a 250-year recurrence interval. Since this flood was contained within the channel banks, there was no serious flooding associated with this flood in the vicinity of the bridge. The observed highwater elevation during this flood was approximately 4,148.4 feet (MSL) according to the retired section foreman who was contacted by the District Engineer.

The bridge site is also subject to backwater from the Upper Klamath Lake (elevation of streambed is 4,130 feet). Inspection of the gaging records for the Upper Klamath Lake indicate that during a typical year the water elevation flucuates between elevation 4,139.0 feet and elevation

Contains
Recycled
Materials

4,143.0 feet. The lower stage occurs during the fall and winter months and the higher stage during the spring and summer months.

HYDRAULIC DESIGN

The 50-year flood of 10,800 cfs was chosen as the design flood. The estimated highwater elevation during this flood is approximately 4,145.3 feet (MSL). The estimated highwater elevation during the 100-year flood of 13,100 cfs is 4,146.7 feet (MSL).

The existing structure was analyzed and found to create a negligible amount of backwater during the 50-year design flood, the 100-year flood and the 1964 flood.

It is suggested that the proposed structure maintain the status quo. This is satisfied with a structure which provides a 2,160 square foot waterway area below the design highwater elevation of 4,145.3 feet (MSL). A 200-foot long multiple span structure with vertical abutments provides the suggested waterway area and also creates a negligible amount of backwater during both the 50-year design flood and the 100-year flood.

RIPRAP

Vertical abutments should be protected with Class 50 loose riprap placed in a trench around the toe of the abutment. Spillthrough abutments with 1 1/2:1 slopes should be protected with a 12-inch blanket of Class 50 loose riprap. The riprap should have a toe trench and no filter blanket will be required.

DWB:ge
Attach.

cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
Dale Allen "
Herb Schell, FHWA "

REFERRED TO
Beard Steudemeyer
Cole ✓ Watson ill
Erikson Lou
Hager Dorn Due
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BY FINAL DESIGN ENGINEER

Bill-Sc. 6.6.

1 Versteeg ✓
Anderson
2 Christensen DOZ
3 Olson
4 Sullivan JWS
Terpin
5 Trout
Wakurlig

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ROAD DESIGN SECTION

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# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( 1964 ) |
|---|---|---|---|
| Discharge - cfs | 10,800 | 13,100 | 16,100 |
| Discharge - $m^3/s$ | | | |
| Frequency — yrs. | 50 | 100 | 250 |
| H.W. Elevation Natural Channel ft. | 4145.3 | 4146.7 | 4148.4 |
| H.W. Elevation Natural Channel m. | | | |
| H.W. Elevation Channel Change ft. | — | — | — |
| H.W. Elevation Channel Change m. | | | |
| Average Velocity fps | 4.8 | 5.2 | 5.6 |
| Average Velocity mps | | | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

## OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Williamson River Bridge
Modoc Point Highway, M.P. 7.32
Klamath County

COMPILED BY: Dave Bryson

DATE: May 29, 1980

9342

427

**STATE OF OREGON**
**HIGHWAY DIVISION - ODOT**

## INTEROFFICE MEMO

LOC 11 #427

DATE: April 16, 1980

TO: Dale Allen
Region 4 Engineer

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Williamson River Bridge
Modoc Point Highway
Klamath County

We have reviewed your proposal for the subject project and agree with it.

It may be determined that since the roadway will be so close to the buildings that a heavy amount of damage will be assessed to the right-of-way cost. If this is true, it may be advisable to sharpen the curve somewhat to reduce those damages.

FET:ge

cc: J. H. Versteeg
W. Cobine

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APR 17 1980
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
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427

STATE OF OREGON

# INTEROFFICE MEMO

TO:
E. S. Hunter, Technical Services
J. H. Versteeg, Road Design
W. J. Hart, Bridge Design
J. B. Boyd, Right of Way
Gary Potter, Environmental
Frank Terpin, Location

DATE: March 26, 1980

FROM: Dale D. Allen
Region Engineer Dale Allen

NOTED
E. S. HUNTER

SUBJECT: Williamson River Bridge
Modoc Section Highway, Klamath County
Prefix No. 118-1464

The above survey has been delayed pending a decision on what alternate should be used to replace the structure. This report will serve as a Team 1 meeting if you have any concerns.

The Resident Engineer has outlined our recommendation and we are now proceeding with the survey. Briefly, the proposal involves replacing the structure substantially within the existing right of way. This will cause a minimum of impact on the existing marina and a proposed development on the north shore.

It will be possible to improve the existing curve from 22 degrees to approximately 12 degrees. Because of the low ADT, we are going to recommend closing the highway and designing the new bridge in such a manner as to keep this closure to a minimum. (60-90 days if possible)

✓ If you agree or disagree with this concept, please advise.

DA:mr

encl

cc: Bob Ewen
Dave Carter
Harold Brainerd

REFERRED TO
Beard
Cole
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✓ Watson RW
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BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
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ROAD DESIGN SECTION

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|  |  |  |  |  | X |  |

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81-125-1387

SP*75683-125

FORM 81-734-3030

FILE: LOC 17-1
Prefix: 77

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon 97601
March 21, 1980

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Williamson River Bridge
Modoc Highway
Klamath County

TO:
Dale Allen
Regional Engineer

In reviewing the subject project it appears that the existing 22° curve can be reduced to 12° without interfering with the resort cabins. However a slope easement and/or right-of-way will be required if a 32-foot roadway is constructed, in that case I would recommend obtaining a 30-foot strip parallel to the 12° curve. It is also possible that a retaining structure would be appropriate if the right-of-way costs were excessive.

On Wednesday, March 19, I discussed the above with Bob Pool, and Bob Ewen and there feelings were positive, however there were concerns over closing the road and that I better make contact and get approvals from the County, Fire, Police, Ambulance, Mail, and School District prior to settling on this alignment. OK Therefore I will proceed with the vicinity map and survey so that the field work can be completed before my construction workload increases. Contacts and approvals from the above will be worked on meanwhile.

On Thursday, March 20, I discussed the proposal with Dave Carter and he indicated that the 12° curve would probably be satisfactory.

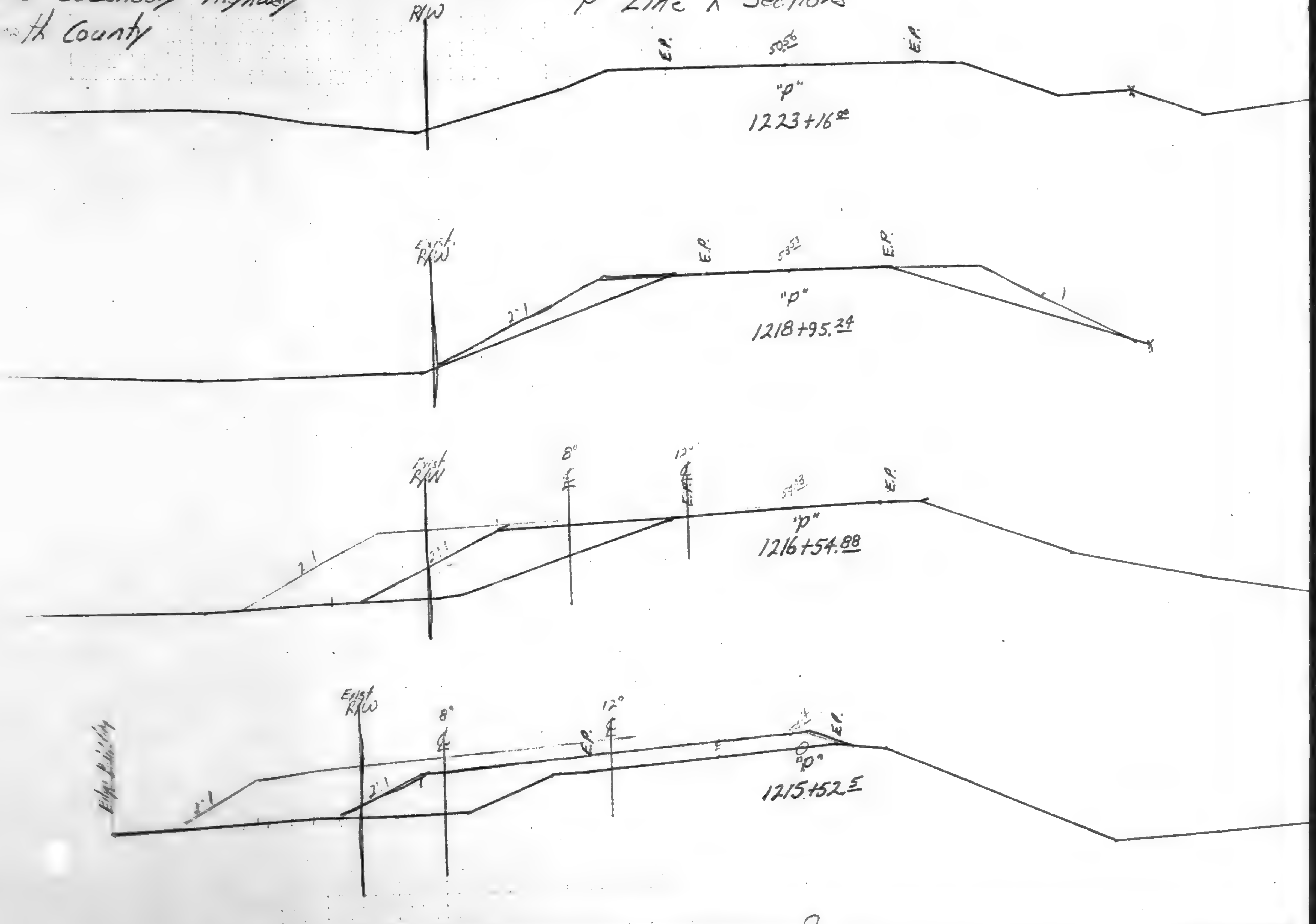
cc

H. Brainard;
This is way we will probably
go @ Williamson River. See
X-Sec - will require minimum
of R/W.
DA

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAR 24 1980 RDE
RSO REGION 4 RBE
ASSIGNED____________

lliamson River Bridge
c Secondary Highway
th County

## "P" Line X-Sections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53.52
E.P.
"P"
1218+95.24
Exist R/W
2:1
8°
℄
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1216+54.88
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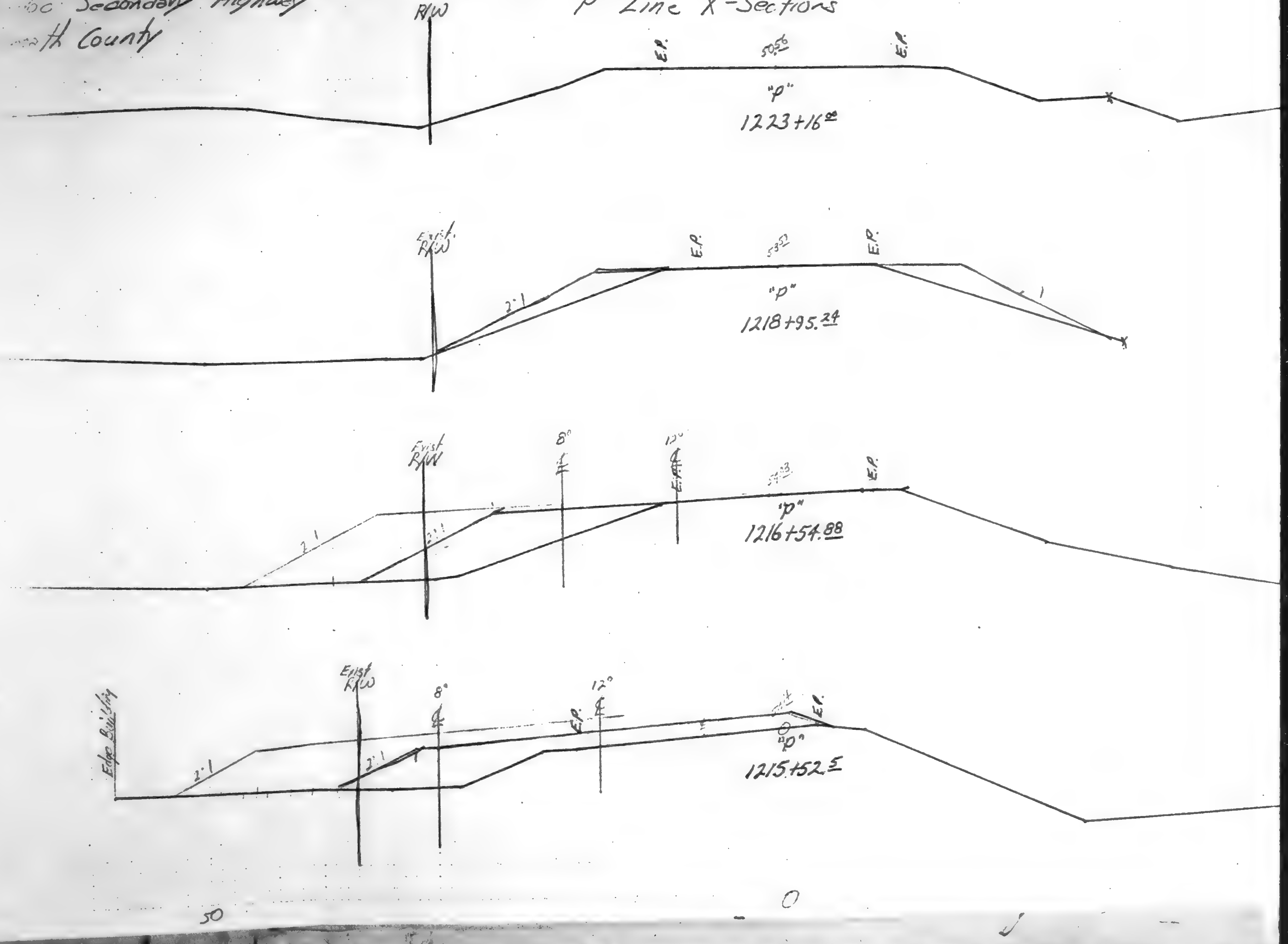
lliamson River Bridge
oc Secondary Highway
th County

## "P" Line X-Sections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"P"
1216+54.88
Edge Building
Exist. R/W
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12°
E.P. ℄
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E.P.
"P"
1215+52.5
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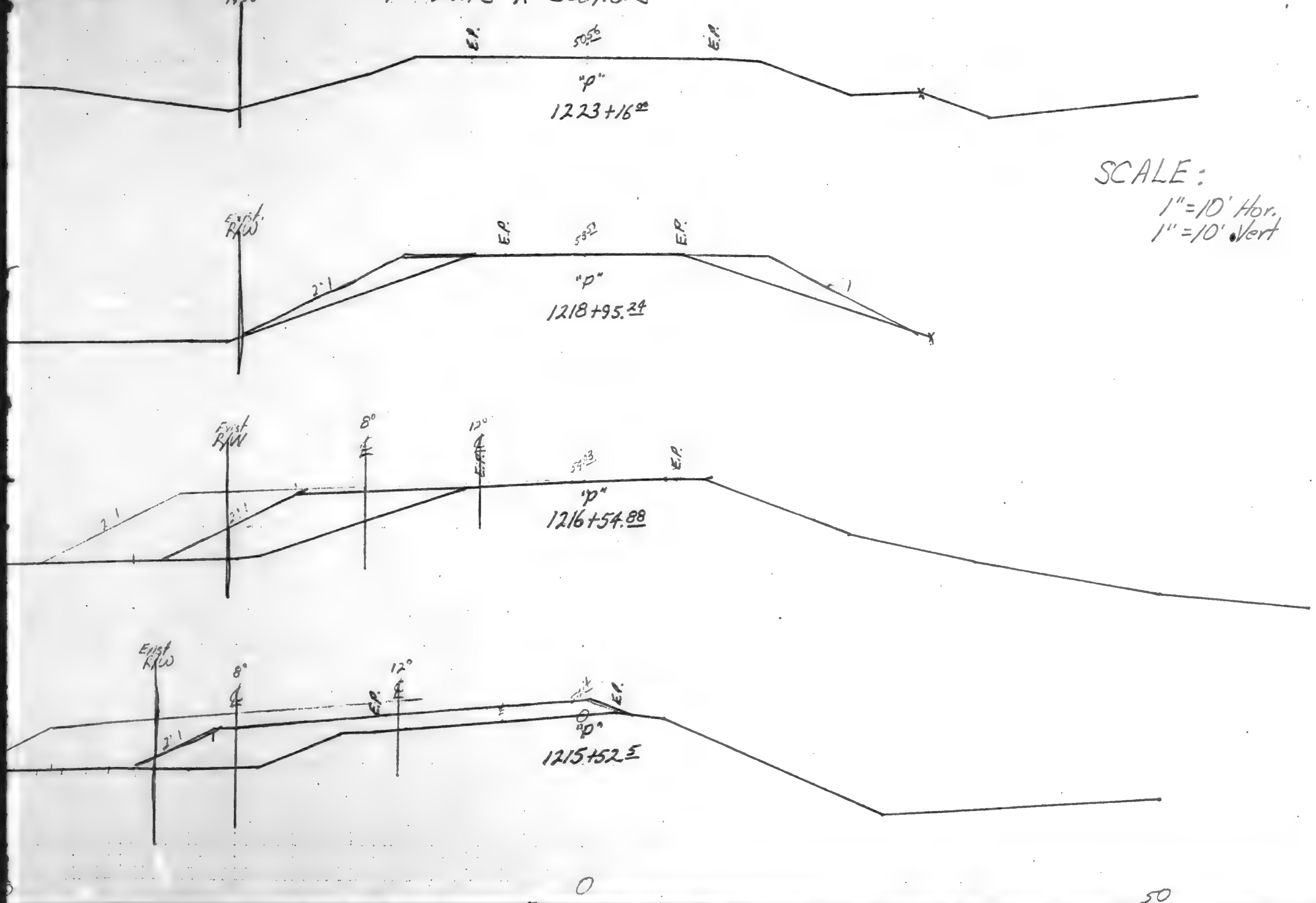
r Bridge
Highway

"P" Line X-Sections



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"P"
1218+95.24
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R/W
8°
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12°
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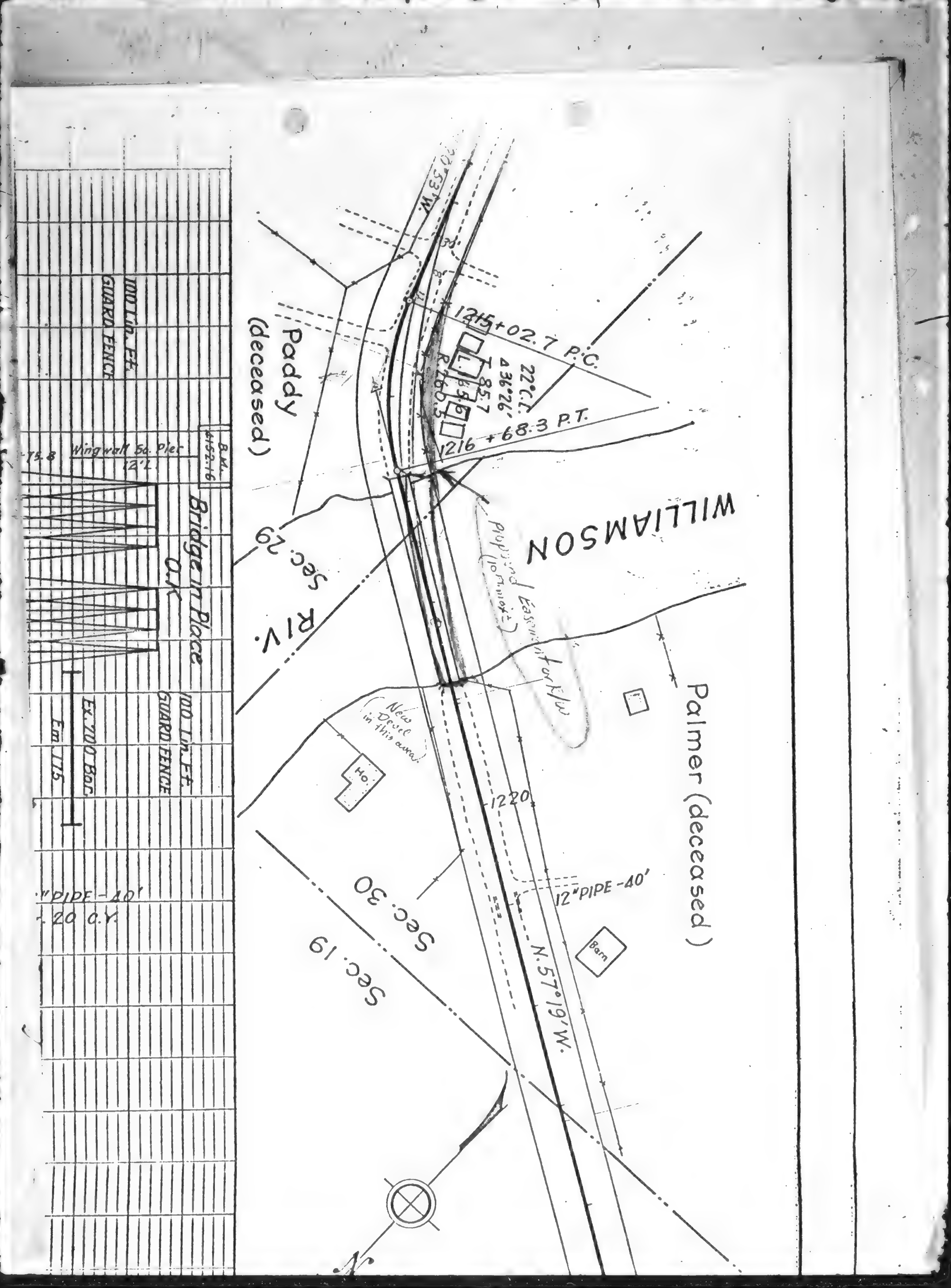
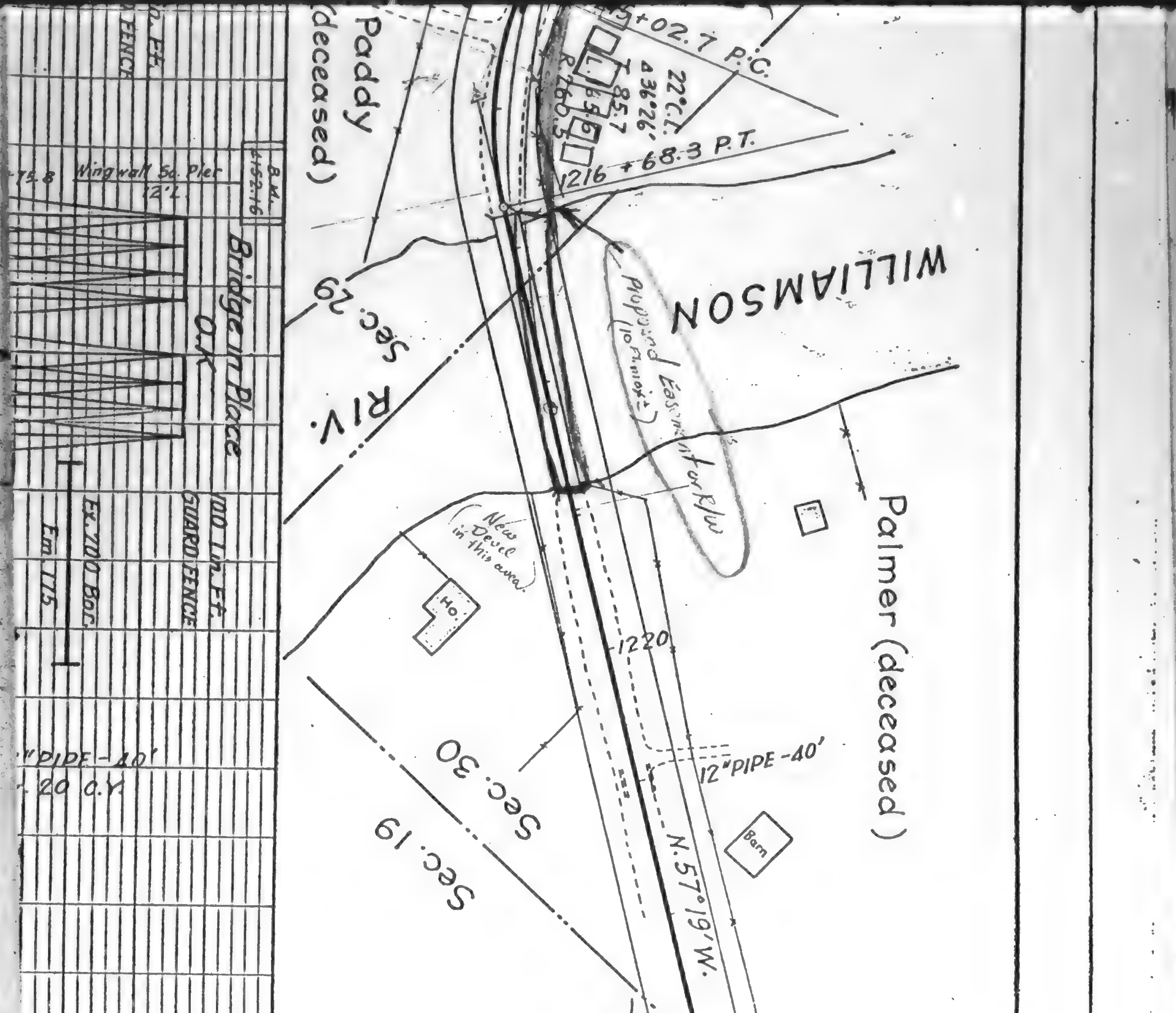
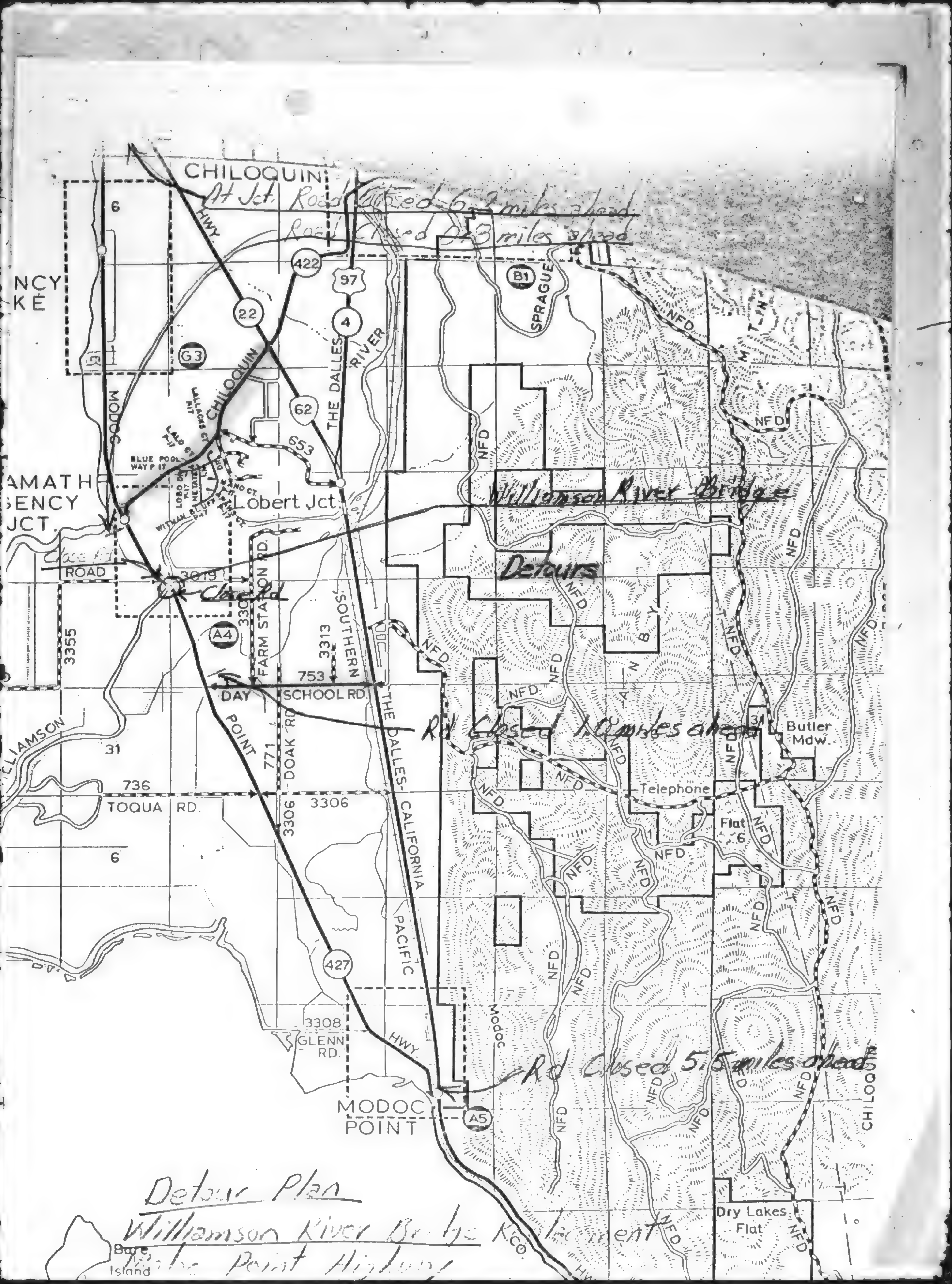
2:1
54.83
E.P.
"P"
1216+54.88
Exist.
R/W
8°
℄
12°
℄
E.P.
2:1
E.P.
"P"
1215+52.5
0
50

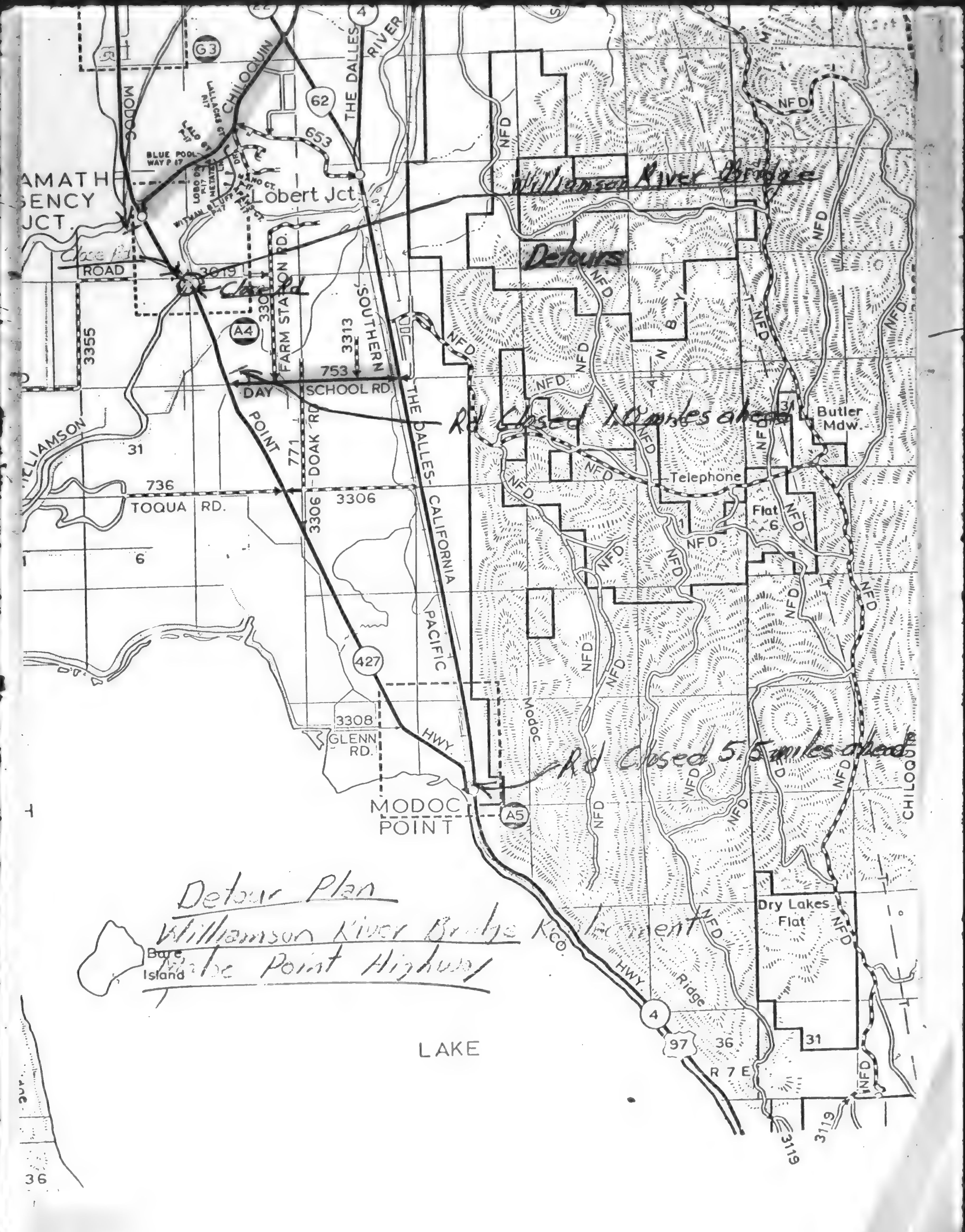
SCALE:
1" = 10' Hor.
1" = 10' Vert


1000 Lin. Ft.
GUARD FENCE
-73.8
Wingwall Sq. Pier
12'L
B.K.
Bridge in Place
O.K.
1000 Lin. Ft.
GUARD FENCE
Ex. 200 Bor.
Em. 175
"PIPE - 40'
20 C.Y.
Paddy
(deceased)
1215+02.7 P.C.
22° C.L.
Δ 36°26'
T 85.7
R 260.3
1216+68.3 P.T.
WILLIAMSON
Proposed Easement for E/W
(10 Acres ±)
Sec. 29
RIV.
New Devel in this area
Ho.
Palmer (deceased)
1220
12" PIPE - 40'
Barn
N.57°19'W.
Sec. 30
Sec. 19
N


Paddy (deceased)
+02.7 P.C.
22°C.L.
Δ36°26'
T.85.7
L.163.6
R.260.5
1216+68.3 P.T.
WILLIAMSON
Proposed Easement for R/W (10 Anchors)
Sec. 29
RIV.
Bridge in Place O.K.
Wingwall So. Pier 12'L
B.M. 452.16
75.8
100 Lin. Ft. GUARD FENCE
Ex. 200 Bor.
Em 175
FENCE
Palmer (deceased)
New Devel in this area
Ho.
1220
Sec. 30
Sec. 19
12" PIPE-40'
"PIPE-40'
20 C.Y.
Barn
N.57°19'W.
N
1225
1225+45.9 P.C.
8°C.
Δ17°
T.110.
L.21
R.71
On 5th Tel. Pole North of Bridge
B.M. 450.


CHILOQUIN
At Jct. Road Closed 6.2 miles ahead
Road Closed 8.3 miles ahead
HWY.
422
97
4
22
62
B1
SPRAGUE
G3
6
CHILOQUIN
MODOC
THE DALLES
RIVER
653
BLUE POOL WAY
Lobert Jct.
Williamson River Bridge
Detours
KLAMATH AGENCY JCT.
ROAD
3019
Closed
Closed
3355
3305
FARM STATION RD.
SOUTHERN
A4
3313
753
DAY SCHOOL RD.
Rd Closed 10 miles ahead
THE DALLES-CALIFORNIA
POINT
771
DOAK RD.
WILLIAMSON
31
736
TOQUA RD.
3306
3306
6
NFD
Telephone
Flat
Butler Mdw.
M T N
Y
B
N
A
PACIFIC
427
3308
GLENN RD.
HWY.
Modoc
Rd Closed 5.5 miles ahead
MODOC POINT
A5
CHILOQUIN
Dry Lakes Flat
Bare Island
K.CO.
HWY.

Detour Plan
Williamson River Bridge Replacement
Modoc Point Highway



Detour Plan
Williamson River Bridge Replacement
Modoc Point Highway

Williamson River Bridge
Detours
Close Rd
Close Rd
Rd Closed 1.0 miles ahead
Rd Closed 5.5 miles ahead
AMATH
SENCY
JCT.
Lobert Jct.
MODOC
CHILOQUIN
THE DALLES
RIVER
22
4
62
653
G3
BLUE POOL WAY
LOBO
METATE
WITMAN BLUFF
NANO CT.
ROAD
3019
3355
3306
FARM STATION RD.
A4
3313
SOUTHERN
753
DAY SCHOOL RD.
THE DALLES-CALIFORNIA
PACIFIC
WILLIAMSON
31
POINT
771
DOAK RD.
736
TOQUA RD.
3306
6
NFD
Telephone
Flat
Butler Mdw.
427
3308
GLENN RD.
HWY.
MODOC POINT
A5
Modoc
Ridge
Dry Lakes Flat
Bare Island
LAKE
K.CO. HWY
4
97
36
R 7 E
31
3119
3119
CHILOQUIN
36

9342

(#2)

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**
**HIGHWAY DIVISION**
**TRANSPORTATION BUILDING, SALEM, OREGON 97310**

In Reply Refer to
File No.:
PRO 6-5

February 5, 1980

TO
Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning & Coordinating
Council
Lake County Courthouse
Lakeview, OR 97630

FROM
Wm L Crawford for
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 11
Section: Williamson River Bridge #5478
Highway: MODOC Point Hwy.
County: Klamath

H. S. COULTER noted

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 6, 1980.

BLG:dmc
Attachments

cc:
G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 4 Engr: D. D. Allen
Dis. 11 Engr: J. L. Gunter
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 19 '80
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

02 — 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Williamson River Bridge #5478

11 — 12] PROJECT LOCATION—CITY: MODOC Point Hwy. — PROJECT LOCATION—COUNTY: Klamath — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace existing, low (13.0) sufficiency rated bridge with a new structure. [71

06 12] The existing bridge is 200 feet in length. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 380,000 | ----- | 95,000 | ----- | ----- | 475,000 |

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 — **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: February 5, 1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March — 43] DAY [44: 20 — 45] YEAR [46: 1980

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: February 5, 1980

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Category Exclusion according to the new environmental quality guidelines.

BRS-165(-)

## OREGON STATE HIGHWAY DIVISION
## PROJECT CATEGORY REQUEST

A. Project Identification:

Section Williamson River Bridge #5478
Highway Modoc Point
County Klamath
Region 4
(Attach Sketch Map)

Date January 21, 1980
City --
Hwy. No. 427
Begin M.P. 7.32
Length 0.1 mi.
Program Estimate $475,000.
Funding Source HBR

---

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replace existing, low (13.0) sufficiency rated bridge with a new structure. The existing bridge is 200 feet in length.
The alternative is to conduct costly maintenance operations for an undetermined length of time which will only delay the replacement.

---

C. Recommended Project Category and Documentation:

| Project Category | Documentation |
|---|---|
| 1 | Draft and Final EIS |
| 2 | Environmental Assessment and Finding of No Significant Impact |
| x 3 | Categorical Exclusion |

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey--possibly
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

The amount of acreage and number of parcels in the estimated R/W acquisition is not significant.

If the possible residential relocation becomes a reality, the category could possibly change.

---

| D. Descriptions: | Existing Facility | Proposed Facility |
|---|---|---|
| Number of Traffic Lanes | 2 | 2 |
| Median (Yes/No) | no | no |
| Shoulders (Yes/No, Paved, Gravel) | no | Yes paved |
| Average Daily Traffic (Volume/Year) | 500 | 500 |
| Alignment (New, Combined, Existing) | | Combined |
| Speeds (Posted/Estimated) | 55 posted | 55 posted |

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 2 - 3
Estimated Number of Parcels 3 - 4
Residential Relocation (No.) possibly 1
Business Relocation (No.) no

2. Estimated Impact on Land Use:

Small amount of agricultural land will be removed from production.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Safety will be enhanced.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Some construction activities could take place in the river.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

none

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

none

9347

L

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc:
F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

1981 Sunnyside Rd.-Commercial 9343
St. Sec. of Hilficker Lane in Salem
(Grading & Paving)

C+a 6572 5-23-78, 11-5-80

9343

# HIGHWAY DIVISION INVOICE

INVOICE NUMBER 139160

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 4/10/84

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 2778

CODE SALEMCS

- City of Salem
- City Hall
- Attn: Finance Dept. Room 235
- 555 Liberty St. SE

| PREFIX | FUNC | SUB FUNC | OBJECT | PIN GROUP | AMOUNT |
|---|---|---|---|---|---|
| | 324 | 02 | | | 4,647.95 |
| 324-2532 | 296 | 00 | 000 | | 3,612.82 |
| 324-1062 | 296 | 00 | 000 | | 590.20 |
| 324-1939 | 296 | 00 | 000 | | 444.93 |
| 324-2532 | 295 | 00 | 000 | | (3,612.82) |
| 324-1062 | 295 | 00 | 000 | | ( 590.20) |
| 324-1939 | 295 | 00 | 000 | | ( 444.93) |

FOLD ↑

| DESCRIPTION | TOTAL PRICE |
|---|---|
| Sunnyside Road-Commercial St. Section | |
| Hilfiker Rd. SE - Safer Off-System Roads | |
| Agreement #6572 Contract #9343 | |
| SOS-2403(1) | |
| Preliminary Engineering (see attached statement) | $ 3,126.71 |
| Right of Way (see attached statement) | 25,388.75 |
| Construction (see attached statement) | 65,123.49 |
| Total Project Costs | 93,638.95 |
| Less: Federal Share | (72,091.00) |
| City of Salem share | 21,547.95 |
| Less Advance Deposit Received 9/15/81 | (16,900.00) |
| Additional Amount Due | $ 4,647.95 |

110.00 final

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

_________ _________ PH: _________ FOR CORRECTNESS OF CHARGES

OR Rosalyn Wickham PH: 378-5034 PREPARER OF INVOICE

AMOUNT DUE 4,647.95

734-1150 (7-81)

9343

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COST DATE: April 5, 1984

CITY: Salem AGREEMENT NO. 6572 PROJECT NO: SOS 2403(1)

CONTRACT NO: 9343 SECTION: Sunnyside Rd. Commercial St. Hilficker Rd.

| Preliminary Engineering Prefix No. 324-1939 | Participating | Nonparticipating |
|---|---|---|
| Resident Engineer | $ 63.75 | $ |
| Final Design | 665.08 | |
| Region Geology | 611.44 | |
| Traffic Section | 632.90 | |
| Location | 2.70 | |
| Project Management | 45.56 | |
| Specifications | 755.09 | |
| Administrative Services | 10.12 | |
| Environmental Section | 340.07 | |
| Total P.E. Cost | $ 3,126.71 | $ -0- |

| Right-of-Way Prefix No. 324-2532 | | |
|---|---|---|
| Negotation Expense | $ 33.18 | $ |
| Appraisal Review | 30.52 | |
| Payments to Local Governments | 25,000.00 | |
| Audits by Accounting Section | 309.63 | |
| Engineering | 15.42 | |
| Total R/W Cost | $ 25,388.75 | $ -0- |

| Construction Prefix No. 324-1062 | | |
|---|---|---|
| Work Performed by Contractor | $ 53,780.75 | $ 16,512.03 |
| Credit for Liquidated Damages | ( 440.00) | 440.00 |
| Interest on Final Payment | | 94.02 |
| State Force Work (Signing + Striping) | 470.42 | |
| PA#2 Credit for Work Performed by Others By Contractor [illegible] | | ( 7,458.63) |
| Resident engineer | 793.23 | |
| Project Management | 103.54 | |
| Materials Lab | 206.10 | |
| Technical Services | 102.19 | |
| Construction Branch Charges | 519.84 | |
| Total Construction | $ 55,536.07 | $ 9,587.42 |

| Summary | |
|---|---|
| Total Participating P.E. Cost | $ 3,126.71 |
| Total Particpating R/W Cost | 25,388.75 |
| Total Participating Construction Cost | 55,536.07 |
| Total Federal-Aid Paticipating Cost | $ 84,051.53 |

| Less Federal-Aid Funds: | | | |
|---|---|---|---|
| P.E. | 85.77% | $ 2,681.78 | |
| R/W | 85.77% | 21,775.93 | |
| Construction | 85.77% | 47,633.29 | $(72,091.00) |
| Subtotal | | | $ 11,960.53 |
| Plus Nonparticpating City Cost | | | 9,587.42 |
| Less City Deposits | | | |
| P.E., R/W & Construction 9-15-81 | | | (16,900.00) |
| Balance Due from City | | | $ 4,647.95 |

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

MKS:jc

9343

July 8, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9343

Gentlemen or Ladies:

On July 2, 1982, we wrote to you concerning release of final payment on Contract No. 9343 awarded to Cushing Bros., Inc. for work on Sunnyside Road-Commercial Street (Hilficker Lane) in Marion County.

Final payment on this contract is $1,741.23 and the total contract amount is $70,292.78. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Cushing Bros., Inc.
P. O. Box 7215
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9343 7-1-82 L.

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Babler Bros., Inc.<br>No. 9320 | Bombing Range Rd.-Butter Cr., Unit 1<br>Morrow County | June 2, 1982 |
| Wildish Corvallis Const.<br>No. 9239 | Rowell St.-Lacreole Dr. (Dallas)<br>Polk County | June 2, 1982 |
| Morse Bros., Inc.<br>No. 9264 | Pacific Blvd.-Santiam Hwy. (Albany)<br>Linn County | June 4, 1982 |
| Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V.<br>No. 8526 | Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill<br>Multnomah, Oregon and Clark, Wash. | June 10, 1982 |
| Ross Bros. Const., Inc.<br>No. 9083 | Nyberg Creek Bridge (Tualatin)<br>Washington & Clackamas Counties | June 10, 1982 |
| COMCO Const., Ore. Ltd., dba Salem Road & Driveway<br>No. 9318 | Boone Rd. SE-Barnes Ave. SE (Salem)<br>Marion County | June 14, 1982 |
| R. A. Hatch Co.<br>No. 9101 | Division St. NE-Trade St. NE (Salem)<br>Marion County | June 17, 1982 |
| Cushing Bros., Inc.<br>No. 9343 | Sunnyside Rd.-Commercial St.<br>Marion County | June 29, 1982 |
| Roseburg Paving, Inc.<br>No. 9296 | Dodge Canyon Cr.-Westwood St.<br>Douglas County | June 29, 1982 |
| Hertz Electric, Inc.<br>No. 9245 | NE Columbia Blvd. Traffic Signals @ 3 Intersections<br>Multnomah County | June 29, 1982 |

July 1, 1982 Wendell E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9345 FORM 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunnyside Rd.-Commercial St.
WEEK ENDING: 3-4-82
L
SECTION PREFIX: 324-1062
HIGHWAY: Hilficker Lane
COUNTY: Marion
NAME OF JOB: Sunnyside Rd.-Commercial St.
KIND OF WORK: Grading & Paving
CONTRACTOR: Cushing Bros., Inc.
CONTRACT NUMBER: 9343
FEDERAL AID PROJECT NUMBER: SOS-2403(1)
DATE OF CONTRACT: Sept. 15, 1981
DATE WORK STARTED: 10-7-81
ESTIMATED COMPLETION DATE: Dec. 9, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN
SUPERVISION
SPECIFIED WORK DAYS: N/A
WORK DAYS USED: N/A
SPECIFIED CALENDAR DAYS: 75
CALENDAR DAYS USED: 97
SPECIFIED COMPLETION DATE: N/A
PERCENT OF TIME ELAPSED: 121%
PROJECT AUTHORIZATION: $ 67,086.70
EXCLUSIVE OF ENGINEERING: $ 61,227.60
ENGINEERING AUTHORIZATION: $ 5,859.10
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 58,591.00
ENGINEERING COST TO DATE: $ 12,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN UNDERRUN: ____ %
PERCENT OF AUTHORIZATION: ____ %
DATE PROJECT WAS COMPLETED: 12-31-81

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | (Rock) | | | |
| MILES COMPLETED | | | | | 240 Ton & |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 1000 Ton | | | 190 S.Y. |
| TOTAL QUANTITIES CORRECTED TO DATE | | 1,165 Ton | | | 317 Ton & |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 185 S.Y. |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |

HOURS PER SHIFT
EQUIPMENT USED DURING THE WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
MAR 9 1982
CONSTRUCTION BRANCH
ASHE
CAE
FOE
QCE
SCB
EEO
OM
CA
LE
TC
PE
CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY<br>3-2 | Final Inspection |
| WEDNESDAY<br>3-3- | Semi-Final turned in. |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Final Inspection completed 3-2-82.
Semi-Final turned in 3-3-82.

This is the final weekly report.

SIGNED Ralph W Lambert LOCATION City of Salem

[illegible] RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9343

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 4, 1982

CON 5 #9343

Cushing Bros., Inc.
P.O. Box 7215
Salem, OR 97303

RE: Time Extension Request
Sunnyside Road - Commercial Street
Contract No. 9343

**Gentlemen:**

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of twenty-three (23) calendar days is granted due to the performance of added work under Price Agreements 1 and 2 and for utility relocation delays.

Sincerely,

O.B. Jackmond
For C. T. Kersey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc: H. S. Coulter ✓ (att. 2 letters)
C. O. Fredrickson " 1 "
W. E. Mueller " 1 "
R. W. Lambert " 1 "
FHWA " 1 "
Bob Church

Note: Four (4) calendar days granted for utility relocation delays is FHWA npn-participating.

RECEIVED
STATE HWY ENGR
MAR 4 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Form 734-3123

324- 62

STATE OF OREGON

# INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 2, 1982

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

___ ASHE ___ RECEIVED 2 OH ___
/ CAE ___ CA ___
___ FOE ___ FEB 2 1982 ___ LE ___
___ QCE ___ TC ___
___ SCS ___ CONSTRUCTION ___ FE ___
___ LEO ___ BRANCH ___ CP ___

SUBJECT: Time Extension Request
Hilficker Lane
Contract 9343

John A. Cushing, President of Cushing Bros., Inc., Contractor on the subject section, on the attached formal request which contains the consent of their surety asks that we increase the authorized 75 calendar days (cd) 22 cd to a new total of 97 cd. We anticipate charging another day when the current suspension of work order is lifted and the small amount of remaining paving is completed. Mr. Cushing lists three reasons on which he bases is request.

Ralph W. Lambert, Resident Engineer for the city of Salem, in his attached January 14 letter analyzes the three reasons given by Mr. Cushing with the conclusion all 22 cd requested by Mr. Cushing are justifiable.

I concur with Mr. Lambert with some very slight modifications:

1. Storm drain redesign (PA 1)--Mr. Lambert justifies three days, the amount requested by Mr. Cushing. I concur.

2. Utility delays--Mr. Lambert justifies ten cd whereas Mr. Cushing only requests four cd. I concur that ten cd are justified. However, in case somebody considers utility relocation delays as non-participating, we should only utilize the minimum amount of this particular item to justify the total time necessary. I do, though, believe this item should be participating inasmuch as the utility adjustments that caused this additional delay were not anticipated at the time of bidding..

3. Commercial Street curb and sidewalk (PA 2)--Mr. Lambert recommends the 14 cd of the authorized contract time for this particular item. Mr. Cushing requested 15 cd. I concur with Mr. Cushing inasmuch as he completed all other contract work in December 8, the day before the contract time expired. This should have left him the additional day for the remaining paving.

I recommend that we grant a 23 cd time extension. This will allow one cd for the remaining work and is readily justifiable by the three, ten and fifteen cd recommended for the respective items above.

2-26-82

CTK –
I concur with Region except that the utility conf[illegible] will have to be FHWA non-participating since are called out in Sect. 105.06 of Special Provisions. Therefore, I recommend a 23 C.D. time extension. A.C.O. will be coded [illegible]

GW/rgb
cc: Warren Mueller

# MEMORANDUM

**TO:** C. O. Fredrickson, OSHD Region II Engineer

**THRU:** Warren Mueller, OSHD Liaison/Resident Engineer ok WEMueller

**FROM:** Ralph W. Lambert, RWL Resident Engineer, City of Salem

**FOLLOW-UP DATE:**

REGION 2 ENGINEER
RECEIVED
JAN 2 6 1982
☐ RLE ☐ RCE
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ RCE dw
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

**DATE:** January 14, 1982

**SUBJECT:** Hilficker Lane, Sunnyside Road to Commercial Street Section
W.O. #77 0 301, Contract #9343
Cushing Brothers Request for 22 Day Time Extension

Cushing Brothers has submitted the attached request for a 22 day time extension to the subject contract.

Cushing's breakdown of the 22 requested days is as follows:

| | |
|---|---|
| 3 Days | for Price Agreement #1 - Storm Drain Redesign |
| 4 Days | for delays due to Utility Relocation |
| 15 Days | For Price Agreement #2 - Additional Curb and Sidewalk work along S. Commercial Street |
| 22 Days | Total |

The subject contract is a 75 Calendar day contract in which the time count started September 26, 1981 and expired December 9, 1981. Cushing started construction on October 7, 1981. The time count was stopped on December 31, 1981, with all contract work completed except for replacement of a 20' X 20'± section of asphalt concrete East of Commercial Street.

The following is our analysis of each of the requested time extensions:

## Start of Construction

The contract time count started September 26, 1981. Cushing started work on October 7, 1981. Eleven calendar days lapsed prior to start of construction.

## 3 Days Requested for Price Agreement #1 - Storm Drain Redesign

The need for a storm drain redesign at Commercial St. was discovered October 13, 1981. Price Agreement #1 was prepared and signed by the City and Cushing on October 14 and 15, 1981. Cushing was instructed to proceed with work under Price Agreement #1 on October 15, 1981. During this same time, Cushing was working on the two storm drain crossings of Sunnyside Rd. Price Agreement #1 did add 131 feet of storm drain work to the project of which 60 feet was additional pipe under pavement. An extra 2-3 days possibly could be justified for Price Agreement #1.

## 4 Days Requested for Delays Due to Utility Relocation

### Pacific Northwest Bell (PNB)

On October 9, 1981, a telephone duct was encountered in subgrade excavation. PNB worked October 9 and 10, 1981 lowering this duct. This duct lowering delayed the contractor's excavation operation. PNB was also adjusting aerial facilities in the project area

9343

2-24-84

324-1062 ✓
3[illegible]-2532 ✓ 324-1939 ✓
424-1046

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

**STATE VOUCHER NO.**

**FHWA VOUCHER NO.**

**FHWA SCHEDULE NO.**

**APPROPRIATION**

**THE UNITED STATES, DR., TO** *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

**ADDRESS**
Capitol Building
Salem, OR 97310

**PAID BY**

*(For use of Paying Office)*

**STATE**
Oregon

**VOUCHER TYPE** *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

**VOUCHER PERIOD** **FROM** 6-5-78 **TO** 9-17-82

**FEDERAL AID PROJECT NO.**
SOS-2403(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

*Federal Funds limited

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 3,126.71 | 3,126.71 | .8577 | 2,681.78 | 2,681.78 | -0- |
| 25,388.75 | 25,388.75 | .8577 | 21,775.93 | 21,775.93 | -0- |
| 65,123.49 | 55,536.07 | .8577 | 47,633.29 | 47,633.29 | -0- |
| 93,638.95 | 84,051.53 | .8577 | 72,091.00 | 72,091.00 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| Oregon | 2/24/84 | Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

**AMOUNT SUBMITTED**
$0.00

**ADJUSTMENTS**

**AMOUNT APPROVED**

**SIGNATURE OF FHWA REPRESENTATIVE**
*(SIGN ORIGINAL ONLY)*

**DATE APPROVED**

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Sunnyside Road-Commercial St. (Salem) Section | | | | | |
| | Hilficker Road | | | | | |
| | Marion County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code PE | | | | | |
| | State | | All Required | | 3,126.71 | |
| | Type Code ROWA | | | | | |
| | Right of Way (City of Salem) | | All Required | | 25,000.00 | |
| | Acquisition Expense | | | | | |
| | State | | All Required | | 79.12 | |
| | Construction | | | | | |
| | Type Code 6201 | | | | | |
| | Roadway (Sunnyside Rd.-Commercial St. (0.06 miles) | | | | | |
| SFO | #1 & 3 Permanent pavement striping & Permanent signing (City of Salem) | | All Required | | 470.42 | |
| | Final Contract Payment Summary | | Lump Sum | | 53,780.75 | |
| | Total Participating Construction Cost | | | | 54,251.17 | |
| | Construction Engineering | | | | | |
| | State | | All Required | | 1,724.90 | |
| | Liquidated Damages | | Lump Sum | | (440.00) | |
| | Total Participating Construction Enginering | | | | 1,284.90 | |
| | Misc Project Cost | | | | | |
| | Audit Expense (ROW) | | All Required | | 309.63 | |
| | Total Participating Construction Cost | | | | 84,051.53 | |
| | Non Participating Project Cost | | | | | |
| | Interest on Final Payments | | All Required | | 94.02 | |
| | Final Contract Payment Summary | | Lump Sum | | 16,512.03 | |
| SFO | #4 Credit the project for cost under PA #2 which was performed by the contracts for State Maintenance | | Lump Sum | | (7,458.63) | |
| | Time Extension | | | | 440.00 | |
| | Total non Participating Project Cost | | | | 9,587.42 | |
| | Total Project Cost | | | | 93,638.95 | |
| | This project was authorized prior to certification acceptance and ROWA plans were not needed. | | | | | |
| | Prepared based on Participating cost as shown on the Federal Billing as of 3-1-84 | | | | | |
| | AMOUNT CARRIED FORWARD . | | | | | |

| DESCRIPTION | | FREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1938 | 921 | 00 | P | 1 | | | 3,012.74 | |
| | 324 | 1938 | 922 | 00 | P | 1 | | | 10.72 | |
| | 324 | 1938 | 923 | 00 | P | 1 | | | 1,845.09 | |
| | | | TOT | P1 | | | | | 20,570.56 | |
| | | | TOT | N1 | | | | | 895.38CR | |
| | | | ** JOB TOTALS ** | | | | ** | ** | 19,675.18 ** | |
| SALEM HILFICKER RD SUNNY-COMM CONT NO | | | * FA PROJ NOS SOS 2403001 100 | | | | | | | STATE |
| | 324 | 1939 | 296 | 00 | N | 9 | | 332.08CR | 2,681.78CR | |
| | 324 | 1939 | 298 | 00 | N | 9 | | 332.08 | 2,681.78 | |
| | 324 | 1939 | 901 | 00 | P | 1 | | | 63.75 | |
| | 324 | 1939 | 905 | 00 | P | 1 | | 80.96 | 665.08 | |
| | 324 | 1939 | 910 | 00 | P | 1 | | | 611.44 | |
| | 324 | 1939 | 911 | 00 | P | 1 | | | 632.90 | |
| | 324 | 1939 | 914 | 00 | P | 1 | | 11.00CR | | |
| | 324 | 1939 | 918 | 00 | P | 1 | | | 2.70 | |
| | 324 | 1939 | 920 | 00 | P | 1 | | | 45.56 | |
| | 324 | 1939 | 921 | 00 | P | 1 | | 317.21 | 755.09 | |
| | 324 | 1939 | 922 | 00 | P | 1 | | | 10.12 | |
| | 324 | 1939 | 923 | 00 | P | 1 | | | 340.07 | |
| | | | TOT | P1 | | | | 387.17 | 3,126.71 | |
| | | | ** JOB TOTALS ** | | | | ** | 387.17 ** | 3,126.71 ** | |
| SALEM-DEARBORN AV-GLYNBROOK CONT NO | | | * FA PROJ NOS M 1705002 100 | | | | | | | STATE |
| | 324 | 1940 | 294 | 00 | N | 1 | | 59.58CR | 202.61CR | |
| | 324 | 1940 | 296 | 00 | N | 9 | | 3,094.48CR | 173,597.89CR | |
| | 324 | 1940 | 297 | 00 | N | 9 | | 2,665.52CR | 12,897.89 | |
| | 324 | 1940 | 298 | 00 | N | 9 | | 5,760.00 | 160,700.00 | |
| | 324 | 1940 | 901 | 00 | P | 1 | 16.96 | 25.90 | 72,620.91 | |
| | 324 | 1940 | 901 | 00 | N | 1 | | | 595.14 | |
| | 324 | 1940 | 902 | 00 | P | 1 | | | 109.95 | |
| | 324 | 1940 | 903 | 00 | P | 1 | 16.96CR | 816.16 | 2,847.70 | |
| | 324 | 1940 | 905 | 00 | P | 1 | | | 24,123.35 | |
| | 324 | 1940 | 906 | 00 | P | 1 | | | 206.55 | |
| | 324 | 1940 | 907 | 00 | P | 1 | | | 6,084.75 | |
| | 324 | 1940 | 909 | 00 | P | 1 | | | 18,583.75 | |
| | 324 | 1940 | 910 | 00 | P | 1 | | | 1,549.51 | |
| | 324 | 1940 | 911 | 00 | P | 1 | | | 29,628.64 | |
| | 324 | 1940 | 913 | 00 | P | 1 | | | 11,867.96 | |
| | 324 | 1940 | 913 | 00 | N | 1 | | | 54.00 | |
| | 324 | 1940 | 914 | 00 | P | 1 | | | 626.45 | |
| | 324 | 1940 | 915 | 00 | P | 1 | | 214.66 | 214.66 | |
| | 324 | 1940 | 916 | 00 | P | 1 | | | 34.71 | |
| | 324 | 1940 | 918 | 00 | P | 1 | | | 314.99 | |
| | 324 | 1940 | 920 | 00 | P | 1 | | | 992.74 | |
| | 324 | 1940 | 921 | 00 | P | 1 | | | 7,744.41 | |
| | 324 | 1940 | 922 | 00 | P | 1 | | | 83.12 | |

802

680 BILLING NUMBER 34

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/15/84

| PREFIX | GRP FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| >222-1974 | 1 | SOS -2200-002 | 21,442.00 | 27,673.60 | 27,608.81 | 85.77 | 23,680.08 | 21,442.00 | 2,238.08 B | |
| 223-1979 | 1# | SOS -2300-002 | 13,947.85 | 15,831.62 | 15,817.48 | 88.18 | 13,947.85 | 13,947.85 | | |
| 324-1062 | 1* | SOS -2403-001 | 47,633.29 | 65,123.49 | 55,536.07 | 85.77 | 47,633.29 | 47,633.29 | | |
| >424-1046 | 1* | SOS -2403-001 | | | | 100.00 | | | | |
| 324-1939 | 1* | SOS -2403-001 | 2,681.78 | 3,126.71 | 3,126.71 | 85.77 | 2,681.78 | 2,681.78 | | |
| 324-2532 | 1* | SOS -2403-001 | 21,775.93 | 25,388.75 | 25,388.75 | 85.77 | 21,775.93 | 21,775.93 | | |
| | | PROJ TOTALS | 72,091.00 | 93,638.95 | 84,051.53 | | 72,091.00 | 72,091.00 | | |
| 226-1005 | 1# | SOS -2600-001 | 128,618.01 | 206,322.52 | 149,904.44 | 85.80 | 128,618.01 | 128,618.01 | | |
| 2[illegible]-1005 | 8# | SOS -2600-001 | 1,788.13 | 2,084.07 | 2,084.07 | 85.80 | 1,788.13 | 1,788.13 | | |
| >4[illegible]-1029 | 1# | SOS -2600-001 | | | | 100.00 | | | | |
| 226-1901 | 1# | SOS -2600-001 | 4,488.87 | 5,231.78 | 5,231.78 | 85.80 | 4,488.87 | 4,488.87 | | |
| >426-1915 | 1# | SOS -2600-001 | 4,342.99 | 4,342.99 | 4,342.99 | 100.00 | 4,342.99 | 4,342.99 | | |
| | | PROJ TOTALS | 139,238.00 | 217,981.36 | 161,563.28 | | 139,238.00 | 139,238.00 | | |
| 326-1945 | 1# | SOS -2601-004 | 643.53 | 750.04 | 750.04 | 85.80 | 643.53 | 643.53 | | |
| >426-1919 | 1# | SOS -2601-004 | 7,643.67 | 7,643.67 | 7,643.67 | 100.00 | 7,643.67 | 7,643.67 | | |
| | | PROJ TOTALS | 8,287.20 | 8,393.71 | 8,393.71 | | 8,287.20 | 8,287.20 | | |
| 326-1011 | 1# | SOS -2601-007 | 28,736.30 | 36,275.02 | 33,503.91 | 85.77 | 28,736.30 | 28,736.30 | | |
| >426-1013 | 1# | SOS -2601-007 | | | | 100.00 | | | | |
| 326-1948 | 1# | SOS -2601-007 | 4,516.59 | 4,825.12 | 5,265.93 | 85.77 | 4,516.59 | 4,516.59 | | |
| >426-1922 | 1# | SOS -2601-007 | | | | 100.00 | | | | |
| | | PROJ TOTALS | 33,252.89 | 41,100.14 | 38,769.84 | | 33,252.89 | 33,252.89 | | |
| 326-1944 | 1# | SOS -2602-001 | 4,528.26 | 5,277.69 | 5,277.69 | 85.80 | 4,528.26 | 4,528.26 | | |
| >326-1036 | 1 | SOS -2602-002 | 137,177.00 | 153,049.70 | 151,570.37 | 88.15 | 133,609.28 | 133,527.39 | | 81.89 |
| [illegible]-1938 | 1 | SOS -2602-002 | 3,861.00 | 8,139.42 | 8,139.42 | 85.80 | 6,983.62 | 3,861.00 | 3,122.62 B | |
| | | PROJ TOTALS | 141,038.00 | 161,189.12 | 159,709.79 | | 140,592.90 | 137,388.39 | 3,122.62 | 81.89 |
| 227-1095 | 1# | SOS -2700-001 | 153,416.22 | 179,264.08 | 178,869.33 | 85.77 | 153,416.22 | 153,416.22 | | |
| 227-1960 | 1# | SOS -2700-001 | 20,062.90 | 23,704.09 | 23,391.51 | 85.77 | 20,062.90 | 20,062.90 | | |
| | | PROJ TOTALS | 173,479.12 | 202,968.17 | 202,260.84 | | 173,479.12 | 173,479.12 | | |
| 230-1070 | 1# | SOS -3000-002 | 204,826.88 | 232,584.61 | 232,361.75 | 88.15 | 204,826.88 | 204,826.88 | | |
| 230-2513 | 1# | SOS -3000-002 | 4,186.23 | 4,880.76 | 4,880.76 | 85.77 | 4,186.23 | 4,186.23 | | |
| | | PROJ TOTALS | 209,013.11 | 237,465.37 | 237,242.51 | | 209,013.11 | 209,013.11 | | |
| >230-1952 | 1# | SOS -3000-003 | 21,442.00 | 24,346.78 | 24,324.45 | 88.15 | 21,442.00 | 21,442.00 | | |
| 230-1953 | 1 | SOS -3000-004 | 3,960.00 | 3,695.84 | 3,695.84 | 88.10 | 3,256.04 | 3,256.04 | | |

```
                                                                          FISCAL         GRAND TOTAL     ACTIVE YRS
DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH       YEAR TO DATE        TO DATE      BEG   END
                     324    1060     915    00 P 2                        200.98          200.98      83    24
                     324    1060     920    00 P 1                                         19.35      21    82
                     324    1060     920    00 P 2                                         17.16      81    82
                     324    1060     928    00 N 1                           .02           14.96      82    83
                     324    1060     928    00 N 2                           .01           13.27      82    83
                     324    1060     940    00 P 1                         19.28           61.95      81    83
                     324    1060     940    00 P 2                         17.10           54.93      81    83
                     324    1060     941    00 P 1                                          1.26      82    82
                     324    1060     941    00 P 2                                          1.12      82    82
                     324    1060     944    00 P 1                                         49.34      81    82
                     324    1060     944    00 P 2                                         43.73      81    83
                     324    1060     945    00 P 1                                        151.17      81    83
                     324    1060     945    00 P 2                                        134.06      81    83
                     324    1060     948    00 P 1                          8.38          101.56      82    83
                     324    1060     948    00 P 2                                          3.47      83    83
                                     TOT       P1                        254.31      105,674.01
                                     TOT       P2                        218.08       96,323.83
                                     TOT       P8                                      3,952.42
                                     TOT       N1                           .02        1,136.38CR
                                     TOT       N2                           .01
                                  ** JOB TOTALS **            **         472.42  **  204,813.88  **

                                                                                                  STATE
SUNNYSIDE RD-COMMERCIAL ST    CONT NO 9343 * FA PROJ NOS SOS 2403001 100
                     324    1062     201    00 P 1   9,053.40CR       11,033.40CR     53,780.75      81    84
                     324    1062     201    00 N 1   9,053.40         16,071.62       16,512.03      82    84
                     324    1062     201    04 N 1   1,275.03CR                                      83    84
                     324    1062     203    00 P 1                     1,980.00          440.00CR    82    83
                     324    1062     203    00 N 1                       440.00          440.00      83    83
                     324    1062     206    00 N 1                                        94.02      82    82
                     324    1062     270    03 P 1                                       470.42      82    82
                     324    1062     291    04 N 1   1,275.03          7,458.63CR      7,458.63CR    83    84
                     324    1062     295    00 N 9                                    13,900.00      82    82
                     324    1062     296    00 N 9                     4,859.31CR     61,050.31CR    81    83
                     324    1062     298    00 N 9                     4,859.31       47,150.31      81    83
                     324    1062     900    00 P 1                                       768.72      81    82
                     324    1062     920    00 P 1                                       103.54      81    82
                     324    1062     940    00 P 1                                       206.10      82    82
                     324    1062     944    00 P 1                       398.17CR        102.19      81    83
                     324    1062     945    00 P 1                                       519.84      81    82
                     324    1062     948    00 P 1                        11.00           24.51      82    83
                                     TOT       P1    9,053.40CR        9,440.57CR     55,536.07
                                     TOT       N1    9,053.40          9,052.99        9,587.42
                                  ** JOB TOTALS **            **         387.58CR**   65,123.49  **

                                                                                                  STATE
CITY OF SALEM PVT MARKING    CONT NO 9412   FA PROJ NOS PMS 000S100 100
                     324    1066     201    00 P 1                    41,500.00      472,887.08      82    83
                     324    1066     203    00 P 1                                     1,500.00CR    82    82
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              FEBRUARY 1984       PAGE  930

                                                                          FISCAL          GRAND TOTAL
DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE       TO DATE
                             324  2531   930     00 P 1                        8.94           198.62
                                         TOT     P1                       14,347.28        93,853.82
                                         TOT     N1                          830.78CR       5,517.07CR
                                  ** JOB TOTALS **                **      13,516.50  **    88,336.75  **

                                                                                                       STATE
SUNNYSIDE RD-COMMERCIAL ST   CONT NO    FA PROJ NOS SOS 2403001 100
                             324  2532   296     00 N 9                      335.93CR      21,775.93CR
                             324  2532   298     00 N 9                      335.93        21,775.93
                             324  2532   414     00 P 1                                        33.18
                             324  2532   430     00 P 1                                        30.52
                             324  2532   903     00 P 1                   31,139.69CR      25,000.00
                             324  2532   915     00 P 1                                       309.63
                             324  2532   930     00 P 1                                        15.42
                                         TOT     P1                       31,139.69CR      25,388.75
                                  ** JOB TOTALS **                **      31,139.69CR**    25,388.75  **

                                                                                                       STATE
CROSIAN CR(GOLF CRS RD)BR    CONT NO    FA PROJ NOS BROS2403003 100
                             324  2533   295     00 N 9       2.79            35.52            35.52
                             324  2533   296     00 N 9       2.79CR         173.59CR         173.59CR
                             324  2533   298     00 N 9                      138.07           138.07
                             324  2533   407     00 P 1                                        63.37
                             324  2533   426     00 P 1                                        25.55
                             324  2533   430     00 P 1                                        41.37
                             324  2533   930     00 P 1                        8.94            42.30
                                         TOT     P1                            8.94           172.59
                                  ** JOB TOTALS **                **           8.94  **       172.59  **

                                                                                                       STATE
N RIVER RD-ALDER DR          CONT NO    FA PROJ NOS X10 1725002 100
                             324  2534   296     00 N 9                   70,471.99CR     250,000.00CR
                             324  2534   297     00 N 9                    7,383.30        37,500.00
                             324  2534   298     00 N 9                   63,088.69       212,500.00
                             324  2534   401     00 P 1                   45,250.00       161,068.00
                             324  2534   403     00 P 1                                    50,250.00
                             324  2534   404     00 P 1                                     4,932.00
                             324  2534   405     00 P 1                                     9,600.00
                             324  2534   407     00 P 1      86.61         1,469.17         8,262.23
                             324  2534   409     00 P 1                      945.10CR         845.10CR
                             324  2534   412     00 P 1                      158.79         1,042.93
                             324  2534   413     00 P 1                                        30.69
                             324  2534   414     00 P 1                    4,027.65        11,615.27
                             324  2534   426     00 P 1                    2,604.07         3,538.00
                             324  2534   428     00 P 1                                        87.92
                             324  2534   430     00 P 1      86.57           179.98         1,034.74
                             324  2534   470     00 P 1                                       610.66
                             324  2534   712     00 P 1                      303.60           303.60
                             324  2534   712     00 N 1                      175.00           175.00
```

9343

City of Salem

# RESIDENT ENGINEER'S NARRATIVE REPORT

PREFIX 324-1062 SECTION Sunnyside Road-Commercial Street DATE February 16, 198

CONTRACT NO. 9343 F.A. NO. SOS-2403(1) HIGHWAY Hilficker Lane

The contract time count started on September 26, 1981, and the contractor began working eleven days later. Conflicts with utilities developed during excavation. A water line and storm drain was too high. The contractor was forced to stop work while waiting for these conflicts to be resolved. After Price Agreement #1 was written for lowering the storm drain and the City of Salem removed the water line, the contractor returned to work. During excavation the upper layer of soil was removed exposing a layer of rocky, dry subsoil. Subgrade compaction passed easily. The contractor rushed to cover the subgrade with base rock before it was damaged by rain. The base rock was compacted in lifts and compaction tests passed.

Curbs were installed with a curb machine. The sidewalk was poured with the contractor experiencing problems with rain showers and vandalism from children. The small portion of Hilficker east of Commercial was excavated and rocked. The paving was done by a sub-contractor. A downpour drenched the paving crew as the last truck load of asphalt was placed. As a result the contractor had to repave a small area on the east side of Commercial. A drainage problem developed at the southwest corner of Hilficker to Commercial. The problem was solved by Price Agreement #2 to move the curb between Hilficker to Bi-Mart out to match Hilficker's curb. Contract time expired and this extra work was done under a time extension.

Ralph Lambert

Ralph Lambert
Resident Engineer, City of Salem

REFERRED TO
____Beard 2 Stoudenmeyer
____Cole ____ Mann
____Eriksen 1 Watson
____Hager ____ Dorn ____ Leu
Return Discuss Do File Due____
BY FINAL DESIGN ENGINEER

1 ✓
2

## STATEMENT OF OVERRUNS AND UNDERRUNS

| | | | |
|---|---|---|---|
| **SECTION:** | Sunnyside Road-Commercial Street | **CONTRACT #:** | 9343 |
| **HIGHWAY:** | Hilficker Lane | **PREFIX #:** | 324-1062 |
| **COUNTY:** | Marion | **F.A.P. #:** | SOS-2403(1) |

| Item | Contract Amount | Semi-Final Amount | %(+ or -) |
|---|---|---|---|
| Bid Items | $57,191.00 | $67,286.76 | + 17.9% |
| Anticipated Items | 1,400.00 | 470.72 | - 66.4% |
| Contingencies | 2,636.60 | 3,014.79 | + 14.3% |
| Engineering | 5,859.10 | 12,000.00 | +104.8% |
| Total | $67,086.70 | $82,772.27 | 23.4% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| No. | Item | Contract Quantity | Final Quantity | %(+ or -) |
|---|---|---|---|---|
| 11 | 1"-0 Aggregate Base | 1,000 | 1,180.53 | + 18.1%<br>P.A. #2 |
| 12 | Asphalt Concrete | 240 | 317.49 | + 32.3<br>P.A. #2 |
| 18 | 10" Sewer Pipe | 35 | 0 | - 100%<br>P.A. #1 |
| 19 | 12" Sewer Pipe | 154 | 299 | + 94.2%<br>P.A. #1 |
| 20 | Pipe Under Pavement | 80 | 124 | + 55%<br>P.A. #1 |
| 24 | Convert Catch Basin | 1 | 0 | - 100%<br>P.A. #1 |
| 25 | Concrete Walks | 185 | 305.02 | + 64.9%<br>P.A. #2 |

1 ✓

2

4

9343

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION
P.O. BOX 14030
SALEM, OR 97310

REGION 2 ENGINEER
RECEIVED
JAN 11 1982
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

In Reply Refer to
File No.:

January 11, 1982

Mr. Ronald J. Merry
Public Works Director
City of Salem
Room 325 City Hall
555 Liberty St. S.E.
Salem, Or. 97301

Subject: Sunnyside Rd. - Commercial St.
Hilficker Lane SOS-2403(1)
Contract # 9343
Engineering Charges

Construction costs (i.e. Contract Items, Engineering, etc.) for subject project have exceeded the limit eligible for Federal participation.

This is a Off-System Federal aid project, and as such has a fixed limit of Federal participation. This limit of $ 42,291.00 for Roadway construction has been exceeded with the payment of contract Bid Items.

For Con't

We are returning the attached invoice for Engineering charges as it has become the City's responsibility.

To date
2,349.70 ±
[illegible]

PE 3360.00
R/w 21440
Const 42,291
92,091

Yours very truly,

Warren E Mueller

Warren E. Mueller
Liaison Engineer

DG/dg

cc: P. Stearns

cc C T Bradley
D.E. Swan

Have contacted both
Warren Mueller, Warren Rickards
[illegible] contacting
the city - the project is over an
estimated $30,000 ±

9343

STATE COPY 2

|  |  |  |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>10-15 |  | County<br>Marion |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>10/6/81 | Project Number<br>SOS-2403(1) |
| MODIFICATION NUMBER<br>1 |  |  |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 13, 1981, is hereby modified as follows:

|  | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 9,750.00 | $ 101,378.00 |
| Federal funds | $ 8,360.00 | $ 72,091.00 |
| Other revisions |  |  |

This modification is made for the following reasons: Adding Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of October, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXXX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 28, 1981

Federal Aid Project
No. SOS-2403(1)

Sunnyside Road - Commercial St. (Salem) Section
Hilficker Road
Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | | | | |
|---|---|---|---|---|---|
| Preliminary Engineering | | | All Required | $ | 9,750.00 |

### Type Code R/W
### Right of Way

| | | | | | |
|---|---|---|---|---|---|
| Right of Way | | | All Required | $ | 25,000.00 |

### Type Code 6201
### Roadway (Sunnyside Rd.-Commercial St.)(0.06 mile)

| | | | | | |
|---|---|---|---|---|---|
| Mobilization | | | All Required | $ | 5,000.00 |
| Temporary Protection and Direction of Traffic | | | All Required | | 1,000.00 |
| Temporary Signs | 126 | Sq. Ft. | 10.00 | | 1,260.00 |
| Temporary Barricades | 2 | Each | 100.00 | | 200.00 |
| Flagmen | 40 | Hour | 20.00 | | 800.00 |
| Clearing and Grubbing | | | All Required | | 1,000.00 |
| Removal of Structures and Obstructions | | | All Required | | 1,000.00 |
| Concrete Cutting | 408 | Lin. Ft. | 2.00 | | 816.00 |
| Earthwork | | | All Required | | 5,000.00 |
| Special Wall Backfill | 30 | Cu. Yd. | 20.00 | | 600.00 |
| 1"-0 Aggregate Base | 1,000 | Ton | 8.50 | | 8,500.00 |
| Class "B" Asphalt Concrete | 240 | Ton | 35.00 | | 8,400.00 |
| Class "B" Asphalt Concrete 2-inches Thick | 190 | Sq. Yd. | 6.00 | | 1,140.00 |
| Concrete in Walls | 25 | Cu. Yd. | 230.00 | | 5,750.00 |
| Reinforcement in Walls | 2,700 | lb. | 0.50 | | 1,350.00 |
| Pipe Handrail | 140 | Lin. Ft. | 30.00 | | 4,200.00 |
| 2-inch P.V.C. Pipe | 140 | Lin. Ft. | 3.00 | | 420.00 |
| 10-inch Sewer Pipe | 35 | Lin. Ft. | 10.00 | | 350.00 |

| | | | |
|---|---|---|---|
| 12-inch Sewer Pipe | 154 Lin. Ft. | 15.00 | 2,310.00 |
| Extra for Pipe Under Pavement | 80 Lin. Ft. | 20.00 | 1,600.00 |
| Concrete Inlets, Type 1 | 2 Each | 300.00 | 600.00 |
| Concrete Inlets, Type 2 | 1 Each | 300.00 | 300.00 |
| Parking Lot Catch Basin and Drains | 1 Each | 400.00 | 400.00 |
| Convert Catch Basins to Junction Boxes | 1 Each | 200.00 | 200.00 |
| Concrete Walks | 185 Sq. Yd. | 13.00 | 2,405.00 |
| Concrete Curbs, Type C | 330 Lin. Ft. | 5.00 | 1,650.00 |
| Drainage Curbs | 170 Lin. Ft. | 2.00 | 340.00 |
| Adjusting Manholes | 1 Each | 200.00 | 200.00 |
| | | | $ 56,791.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 250.00 |
| Permanent Pavement Signing | All Required | 150.00 |
| Work by City (Water) | All Required | 1,000.00 |
| | | $ 1,400.00 |
| | SUBTOTAL | $ 58,191.00 |
| | Engineering | 8,437.00 |
| | TOTAL | $ 66,628.00 |

Length of Roadway ---------------- 0.06 miles
Cost of Roadway Per Mile ---------$1,110,466.66

SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,750.00 | $ 8,360.00 | $ 1,390.00 |
| Right of Way | 25,000.00 | 21,440.00 | 3,560.00 |
| Roadway | 66,628.00 | 42,291.00 | 24,337.00 |
| | $101,378.00 | $72,091.00* | $29,287.00 |

*Fixed Federal Funds

Group 1 100%
Contract No. 9343
Prefix: 324-1939 (PE)
324-25 (R/W)
324-1062 (Constr.)

Sunnyside Road - Commercial St. (Salem) Section

Non-participating (City Work)

| | | | |
|---|---|---|---|
| Furnishing and Installing Mailbox Posts | 4 Each | 100.00 | $ 400.00 |

STATE COPY

TO BE COMPLETED BY FHWA

5-11

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

## FEDERAL-AID PROJECT AGREEMENT

4/13/81

STATE OREGON
COUNTY MARION
PROJECT NO. SOS-2403(1)

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

City St., S.E. Hilflicker Rd. (Salem)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 4-3-81 | 0.08 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 9,750.00 | $ 8,360.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By
Asst. State Highway Engineer
*(Title)*

XX By For: H.S. Coulter
State Highway Engineer
*(Title)*

By
*(Title)*

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

By
*(Division Administrator)*
For: D.E. Wilken

Date executed by Division Administrator APR 13 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

## 1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 13, 1981

Federal Aid Project
No. SOS-2403(1)

Sunnyside Rd.-Commercial St. (Salem) Section
City Street in Marion County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $9,750.00 |
| | TOTAL | $9,750.00 |

Length of project -------- 0.08 mi.

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,750.00 | $ 8,360.00 | $ 1,390.00 |
| Retain in PS&E Status | | | |
| Right of Way | 25,000.00 | 21,440.00 | 3,560.00 |
| Contract Work | 49,300.00 | 42,291.00 | 7,009.00 |
| TOTAL | $84,050.00 | $72,091.00 | $11,959.00 |

| | |
|---|---|
| Group 1 | 100% |
| Prefix | 324-1939 |

9343

STATE OF OREGON
HIGHWAY DIVISION - ODOT

# INTEROFFICE MEMO

LOC 3

TO: FILE

DATE: August 31, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 27, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 27, 1981 on the following projects:

1. Medford Traffic Signal Project (City Wide)
   Jackson County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Benton County Pavement Markings No. 2
   Various County Roads, Benton County
   Pavement Markings

   Same as No. 1.

3. Williamson River Bridge
   Modoc Point Highway, Klamath County
   Structure

   31-foot 3-inch roadway on structure; maximum approach width has 12-foot lanes with 4-foot shoulder.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "...footpaths and trails are not required to be established....where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

4. Sunnyside Road-Commercial Street (Salem)
   Hilficker Lane, Marion County
   Grading and Paving

   40-foot roadway with 5-foot sidewalks for pedestrian and bicycle traffic.

5. UPRR Crossing to Birch Avenue (Wood Village)
   N.E. 238th Drive, Multnomah County
   Grading and Paving

   44-foot roadway with 7-foot sidewalks for pedestrian and bicycle traffic.

6. S.E. 82nd Avenue-S.E. 92nd Avenue
   Powell Boulevard, Multnomah County

   4- to 6-lane section with 12-foot median lane. 7-foot sidewalks provided for pedestrian and bicycle traffic.

7. McFee Creek (Midway Road) Bridge
   Midway Road, Washington County
   Structure

   28-foot roadway on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established .....if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

DES:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9343

August 28, 1981

ACC

Salem City Council
City Hall
Salem, Oregon 97301

Attn: Mr. Ronald Merry
Director of Public Works

Gentlemen:

On August 27, 1981 the Highway Division received a satisfactory bid from Cushing Bros. Inc., P.O. Box 7215, Salem, Oregon 97303 for the Sunnyside Road-Commercial Street Section on Hilflicker Street. This is a SAFER OFF SYSTEM Project No. SOS-2403(1). Based upon the Contractor's bid the City's advance deposit will be:

| | |
|---|---|
| Contractor's Bid | $57,191.00 |
| Permanent Signing | $ 250.00 |
| Permanent Striping | 150.00 |
| City Water | 1,000.00 |
| 4 1/2% Contingencies | 2,636.60 |
| EST. CONSTRUCTION COST (LESS CONST. ENGINEERING) | $61,227.60 |
| Est. P.E. Costs (State) | 2,750.00 |
| Est. R/W Costs | 25,000.00 |
| | $88,977.60 |
| LESS FEDERAL FUNDS | 72,091.00 |
| | $16,886.60 |

72,091 / 88 = 81,921
88,977 x 81,921 = $7,056.

By rounding the City's Advance Deposit will be $16,900.00

We will award the contract when we receive your advance deposit, which should be in this office no later than September 18, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Rec'd 9-15-81 Informed Haury + Stearns

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 937: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 937 when advance deposit is received.

9313

**Section** Sunnyside Rd - Commercial St. Sec. **Programming Estimate** $ ~~73,000~~ Dsn.

**Highway** Hilfiker Lane **Project Length** 0.06 mile

**County** Marion **Completion Time** 75 Calendar Days

**Kind of Work** Grading and Paving **Est. Comp. Date** 12-11-81

**Prefix** 324-1939 **Letting Date** Aug 27, 81 **Project No.** SOS-2403(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 60,137 00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment. . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . | 250 | |
| Permanent Pavement Striping. . . . . . . . . . . | 150 | |
| Temporary Pavement Striping. . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . . | | |
| State Furnished ______ . . . . . . | | $ 1,400 00 |
| Roadside Seeding & Mulching . . . . . . . . . . | | |
| Asphalt Cement Adjustment . . . . . . . . . . . | | |
| On the Job Trainees . . . . . . . . . . . . . . | | |
| State Responsibility for Damages . . . . . . . . | | |
| Signal Controller Testing (Engineering) . . . . . | | |
| "OPTICOM" Testing (Engineering) . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . | | |
| Adjust Utilities: | | |
| City Water . . . . . . . . | 1,000 | |

| | | |
|---|---|---|
| | Subtotal | $ 61,537 00 |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . . | | 2,769 17 |
| Engineering (~~8~~, ~~9~~, [✓ 10%]) . . . . . . . . . . . . . . . . . . . . . . | | 6153 70 |
| | Subtotal | $ 70,459 87 |
| Credit for ______ . . . . . . . . . | | |
| Estimated Net Authorization, Construction . . . . . . . . . . . . . . . | | $ 70,459 87 7/30/81 |

**APPROVED**

TO: STEARUS
7/31/81

______
Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 7/24/81

Section Sunnyside Rd - Commercial St. Sec.
County Marion
Kind Of Work Grading + Paving
Length 0.06
Name Bill Bergstedt

COST ANALYSIS UNIT 7-28-81
THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING Aug 27, 1981

| Item | Code | Unit | Quantity | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization | | All | All | (7%) | 4,150 |
| Temporary Protection and Direction of Traffic | | All | All | — | 1200$^{00}$ |
| Temporary Signs | | Sq. Ft. | 126 | 10$^{00}$ | 1,260$^{00}$ |
| Temporary Barricades | | Each | 2 | 40$^{00}$ | 80$^{00}$ |
| Flagmen | | Hour | 40 | 24$^{00}$ | 960$^{00}$ |
| | | | | | |
| Roadwork | | | | | |
| Clearing and Grubbing | | All | All | — | 2500$^{00}$ |
| Removal of Structures and Obstructions | | All | All | — | 1500$^{00}$ |
| Concrete ~~Cutting~~ Sawing | | Lin. Ft. | 408 | 2$^{00}$ | 816$^{00}$ |
| Earthwork | | All | All | — | 7,000$^{00}$ |
| Special Wall Backfill | | Cu. Yd. | 30 | 15$^{00}$ | 450 |
| 1"-0 Aggregate Base | | Ton | 1,000 | 9$^{00}$ | 9,00 |
| Class "B" Asphalt Concrete | | Ton | 240 | 35$^{00}$ | 8,40 |
| Class "B" Asphalt Concrete 2-inches Thick | | Sq. Yd. | 190 | 5$^{00}$ | 950 |
| Concrete in Walls | | Cu. Yd. | 25 | 220$^{00}$ | 5,500 |
| Reinforcement in walls | | lb. | 2,700 ~~[illegible]~~ | 0$^{50}$ | 1,350$^{00}$ |
| Pipe Handrail | | Lin. Ft. | 140 | 20$^{00}$ | 2,8 |
| [illegible] | | [illegible] | [illegible] | 2$^{00}$ | 28 |
| 10-inch Sewer Pipe | | Lin. Ft. | 35 | 10$^{00}$ | 35 |
| 12-inch Sewer Pipe | | Lin. Ft. | 157 | 14$^{00}$ | [illegible] |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 7/15/81

tion Sunnyside Rd- Commercial St. Sec- County Marion

nd Of Work Grading and Paving Length 0.06 Name Bergslutz

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Extra for Pipe Under Pavement | | Lin. Ft. | 80 ✓ | $15^{00}$ | $1200^{00}$ |
| Concrete Inlets, Type 1 | | Each | 2 ✓ | $400^{00}$ | $800^{00}$ |
| Concrete Inlets, Type 2 | | Each | 1 ✓ | $400^{00}$ | $400^{00}$ |
| Parking Lot Catch Basins and Drains | | Each | 1 ✓ | $250^{00}$ | $250^{00}$ |
| Convert Catch Basins to Junction Boxes | | Each | 1 ✓ | $375^{00}$ | $375^{00}$ |
| | | | | | |
| Concrete Walks | | Sq. Yd. | 185 | $17^{00}$ | $3,145^{00}$ |
| ~~Concrete Driveways~~ | | ~~Sq. Yd.~~ | | | |
| Concrete Curbs, Type C | | Lin. Ft. | 330 | $5^{50}$ | $1,815^{00}$ |
| | | | | | |
| Drainage Curbs | | Lin. Ft. | 170 | $5^{00}$ | $850^{00}$ |
| | | | | | |
| Adjusting Manholes | | Each | 1 | $200^{00}$ | $200^{00}$ |
| Furnishing and Installing Mailbox Posts | | Each | 4 | $100^{00}$ | $400^{00}$ |

9343

Section Sunnyside Rd - Commercial St. Sect
Programming Estimate $
Highway Hilfiker Lane
Project Length 0.06 mile
County Marion
Completion Time 75 Calendar Days
Kind of Work Grading and Paving
Est. Comp. Date 12-11-81
Prefix 324-1939
Letting Date Aug 27, 81
Project No. SOS-2403(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 62,562.00

| | | |
|---|---|---|
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | 250 | |
| Permanent Pavement Striping | 150 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Roadside Seeding & Mulching | | $ 1,400.00 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| "OPTICOM" Testing (Engineering) | | |
| Bikeway Signs | | |
| Adjust Utilities: | | |
| City Water | 1,000 | |
| | | |
| | | |
| | | |
| | | |
| Subtotal | | $ 63,962.00 |
| Contingencies (4-1/2%) | | 2,878.29 |
| Engineering (~~8~~, ~~9~~, [✓ 10%]) | | 6,396.20 |
| Subtotal | | $ 73,236.49 |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 73,236.49 |

APPROVED

To: Phil Steali
7-29-81

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 7/24/81

ection Sunnyside Rd. - Commercial St. Sec.

County Marion

nd Of Work Grading & Paving

Length 0.06

Name Bill Bergolt

COST ANALYSIS UNIT 7-28-81

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING Aug 27, 1981

| Item | Code | Unit | Quantity | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization | | All | All | (7%) | 4,150.00 |
| Temporary Protection and Direction of Traffic | | All | All | — | 1200.00 |
| Temporary Signs | | Sq. Ft. | 126 | 10.00 | 1,260.00 |
| Temporary Barricades | | Each | 2 | 40.00 | 80.00 |
| Flagmen | | Hour | 40 | 24.00 | 960.00 |
| Roadwork | | | | | |
| Clearing and Grubbing | | All | All | — | 2500.00 |
| Removal of Structures and Obstructions | | All | All | — | 1500.00 |
| Concrete Cutting | | Lin. Ft. | 408 | 2.00 | 816.00 |
| Earthwork | | All | All | — | 7,000.00 |
| Special Wall Backfill | | Cu. Yd. | 30 | 15.00 | 450.00 |
| 1"-0 Aggregate Base | | Ton | 1,000 | 9.00 | 9,000.00 |
| Class "B" Asphalt Concrete | | Ton | 240 | 35.00 | 8,400.00 |
| Class "B" Asphalt Concrete 2-inches Thick | | Sq. Yd. | 190 | 5.00 | 950.00 |
| Concrete in Walls | | Cu. Yd. | ~~42~~ 38 | 220.00 | 8,360.00 |
| Reinforcemant in Walls | | lb. | 1830 | 0.50 | 915.00 |
| Pipe Handrail | | Lin. Ft | 140 | 20.00 | 2,800.00 |
| 2-inch P.V.C. Pipe | | Lin. Ft. | 140 | 2.00 | 280.00 |
| 10-inch Sewer Pipe | | Lin. Ft. | 35 | 10.00 | 350.00 |
| 12-inch Sewer Pipe | | Lin. Ft. | 154 | 14.00 | 2,156.00 |

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 2 of 2

Date 7/15/81

tion Sunnyside Rd- Commercial St. Sec-

County Marion

nd Of Work Grading and Paving

Length 0.06

Name Bergletz

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Extra for Pipe Under Pavement | | Lin. Ft. | 80 ✓ | $15^{00}$ | ✓ $1,200^{00}$ |
| Concrete Inlets, Type 1 | | Each | 2 ✓ | $400^{00}$ | $800^{00}$ |
| Concrete Inlets, Type 2 | | Each | 1 ✓ | $400^{00}$ | $400^{00}$ |
| Parking Lot Catch Basins and Drains | | Each | 1 ✓ | $250^{00}$ | $250^{00}$ |
| Convert Catch Basins to Junction Boxes | | Each | 1 ✓ | $375^{00}$ | $375^{00}$ |
| ConcreteWalks | | Sq. Yd. | 185 | $17^{00}$ | ✓ $3,145^{00}$ |
| ~~Concrete Driveways~~ | | ~~Sq. Yd.~~ | | | |
| Concrete Curbs, Type C | | Lin. Ft. | 330 | $5^{50}$ | $1,815^{00}$ |
| Drainage Curbs | | Lin. Ft. | 170 | $5^{00}$ | $850^{00}$ |
| Adjusting Manholes | | Each | 1 | $200^{00}$ | $200^{00}$ |
| Furnishing and Installing Mailbox Posts | | Each | 4 | $100^{00}$ | ✓ $400^{00}$ |

9343

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

8-10-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-2403(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80298

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/10/81
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Sunnyside Road - Commercial Street (Salem)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 8/3/81 you are now authorized to proceed with the actual adjustments for the City of Salem's water facilities relocation on an actual cost basis estimated to be $569 Federal Funds $502.

I approve the agreement with the City of Salem.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

mg to
8/11

14. DATE 8/10/81
15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9343

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-2403(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80298

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/81
8. FEDERAL ROUTE NUMBER Non Federal Aid
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Sunnyside Road - Commercial Street (Salem)

11. GENERAL DESCRIPTION OF WORK
Adertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 7/28/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO - Moehring
FOR
Info | Invest | R/D | G/R | Sign | Act | File

14. DATE 8/5/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9343

ROW 18-4

August 3, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operations Programming Engineer

SUBJECT: Water Facilities Relocation
City of Salem
Sunnyside Rd.-Commercial St. Section
SOS-2403(1) Hilficker Lane
Marion County
Project No. SOS-2403(1)

Here is a copy of an estimate of cost to adjust the City of Salem's water facilities dated July 20, 1981.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The City is responsible for the relocation of utility conflicts on this project, therefore, a conflict letter was not required.

An appropriate permit for the utility's proposed relocation will not be issued as these are City-owned facilities on City street right of way.

The State is not entitled to a credit for expired service life under the prosisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $569.

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

RECEIVED
TECHNICAL SERVICES
AUG 4 '81
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

.9343 7-24-81

OREGON STATE HIGHW[illegible] DIVISION  H[illegible]way # 2024
120 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-2403(1) Prefix 324-1939

Project Name Sunnyside Rd. - Commercial St. (Salem) Hilficker Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 24th day of July, 1981

City of Salem, Oregon

Mayor

Patricia Wolfe
City Recorder

Certified By:
Virgil Wilson
Regional Right-of-Way Supervisor
Date 7/28/81

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

Cp

7343

Salem

## ENVIRONMENTAL REVIEW CHECKLIST

Aug 27 '81 Bid Letting ____________ All Clear Deadline

ALL CLEAR 7/22/81

Donald L Dout

Bill

SECTION SUNNYSIDE RD.-COMM. ST (Hilficker)

Highway FAU 9718

County Marion Region 2

Type of Work G. P Funds

State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const Noise ✓

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☒ | | | | |
| Negative Declaration | ☒ | | | | |
| Project Assessment | | ☒ | | | ☒ |
| Write-off Letter | ☒ | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | | | | |
| D.O.G.M.I. | ☒ | | | | |
| Corps of Engineers | ☒ | | | | |
| Coast Guard | ☒ | | | | |
| Co. Conditional Use | ☒ | | | | |
| NPS Air Pollution | ☒ | | | | |
| NPS Water Pollution | ☒ | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | | ☒ | | | ☒ |
| Cultural Salvage | ☒ | | | | |
| **NOISE:** | | | | | |
| Noise Study | | ☒ | | | ☒ |

9343

# OREGON DEPARTMENT OF TRANSPORTATION
# NOISE STUDY REPORT

Project Sunnyside Road - Commercial Street
Highway Hilficker Lane
County Marion

Preparer Lee Doss
Date 7-17-81
City Salem

## Project Description:

The project widens the existing Hilficker Lane to 40 feet, curb-to-curb, in a proposed 53 foot wide right-of-way. Length of this widening is approximately 200 feet; sidewalks are provided. A retaining wall will be constructed immediately behind the sidewalk on the south side of Hilficker. Drainage on Sunnyside Road will be modified. East of Commerical, Hilficker Lane will be widened and resurfaced for a distance of 70± feet. A widened entrance will taper toward the existing surfacing.

## Existing Land Use Activities:

On both sides of Hilficker Lane the land use is commercial: On the north side, a 7-11 grocery store. On the south side, Delon Mazda, automobile dealership. East of Commercial on the north side, a fix-it and bicycle shop, on the south side an auto repair shop.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JUL 22 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

## TRAFFIC DATA AND PREDICTED NOISE LEVELS

| Year | Autos | Medium Trucks | Heavy Trucks | Speed (mph) | Leq 62 dBA (Dist. from Rd. ℄) |
|---|---|---|---|---|---|
| | (vehicles per hour) | | | | |
| 1981 (Existing) | 65 | 0 | 0 | 25 | 2 |
| 2001 (No-Build) | 110 | 1 | 0 | 15 | 1 |
| 2001 (Build) | 280 | 3 | 1 | 25 | 10 |

**Existing Sound Levels:** No measurements taken.

**Traffic Noise Impacts:**

Traffic noise levels as a result of the project will be less than design noise levels for commercial activity.

**Traffic Noise Mitigation:**

None required.

**Construction Noise:**

Impacts: Construction noise from specific operations, such as jackhammer work may impact residences within 1000 feet of the project.

Mitigation: (See Attachment).

**Local Coordination:**

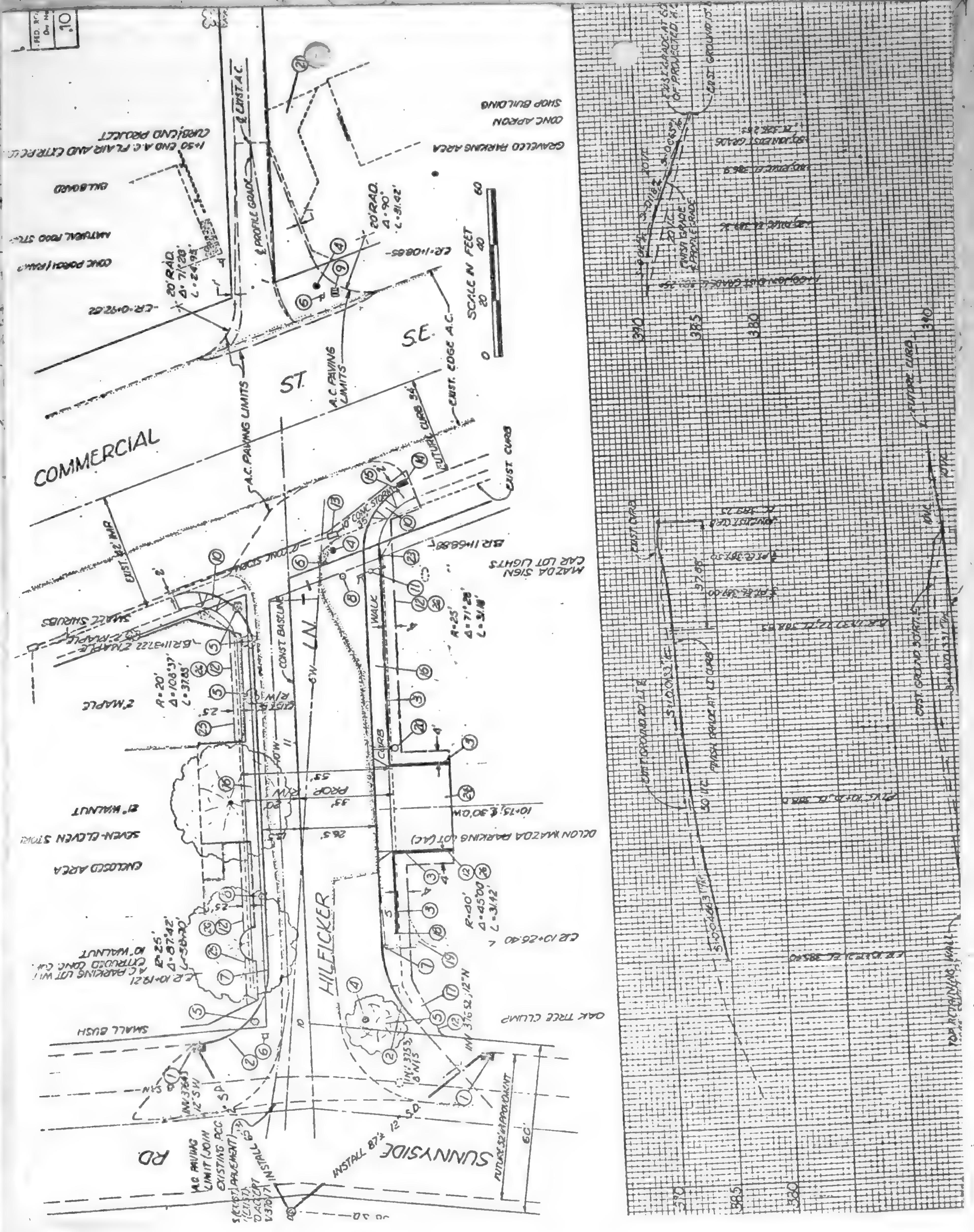
A copy of this report will be sent to the City of Salem Planning Department. It will be the responsibility of the City to ensure that conflicting development does not occur.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 6:00 p.m. and 7:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.



FED. RD.
10
COMMERCIAL
ST.
S.E.
HILFICKER
LN.
SUNNYSIDE
RD.
SCALE IN FEET
0
20
40
60
A.C. PAVING LIMITS
A.C. PAVING LIMITS
CONST. BASELINE
PROP. R/W
EXIST. CURB
FUTURE CURB
EXIST. EDGE A.C.
EXIST. A.C.
PROFILE GRADE
20' RAD. Δ=90° L=31.42'
20' RAD. Δ=71°28' L=24.95'
R=25' Δ=71°28' L=31.18'
R=20' Δ=108°37' L=37.85'
R=20' Δ=45°00' L=31.42'
R=25' Δ=87.42' L=38.20'
MAZDA SIGN
CAR LOT LIGHTS
DELON MAZDA PARKING LOT (A.C.)
GRAVELED PARKING AREA
CONC APRON
SHOP BUILDING
BILLBOARD
NATURAL FOOD STORE
CONC PORCH/RAMP
SMALL SHRUBS
2" MAPLE
18" WALNUT
10" WALNUT
SEVEN-ELEVEN STORE
ENCLOSED AREA
A.C. PARKING LOT WITH EXTRUDED CONC. CURB
OAK TREE CLUMP
SMALL BUSH
WALK
CURB
INSTALL 87' 12" S.D.
INSTALL 6" S.D.
A.C. PAVING LIMIT (JOIN EXISTING PCC PAVEMENT)
FUTURE 52' R/W POINT
60'
10" CONC. STORM
390
385
380
EXIST. CURB
FUTURE CURB
EXIST. GROUND
FINISH GRADE
50' V.C.
20' V.C.
TOP RETAINING WALL

9343.

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Sunnyside Road-Commercial Street

Highway: City Street, Hilficker Lane

County: Marion

Prefix: 324-1939

Res. Engr. Loren Weber

Date July 16, 1981

Twenty Year Traffic Coefficient 7.7

18 kip s.a. per day 37

R Value 10

Frost Penetration - - - -

CBE Total Requirement 24.5"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0" |
| 3.5" | A.C. | 7.0" |
| 15.5" | Aggregate Base (1.0"-0) | 15.5" |
| 20.5" | | 25.5" |

* Hilficker Lane east of Commercial St.

| | | |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0" |
| 2.5" | A.C. | 5.0" |
| 9.0" | Aggregate Base (1.0"-0) | 9.0" |
| 13.0" | | 17.0" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan ✓

* Traffic Coefficient of 4.8 - 6.0 used to determine CBE total requirement.

```
                                                 TOT     N1                30.13CR          838.74CR
                                             ** JOB TOTALS **          4,761.63  **     16,326.93  **     17,828.65  **

                                                                                                            STATE
SALEM HILFICKER RD SUNNY-COMM CONT NO         FA PROJ NOS SOS 403001 100
                                  324   1939     296      00 N 9                          226.56CR          226.56CR
                                  324   1939     298      00 N 9                          226.56            226.56
                                  324   1939     901      00 P 1                                             63.75
                                  324   1939     910      00 P 1             5.34         190.44            190.44
                                  324   1939     920      00 P 1                           15.30             15.30
                                                 TOT      P1                 5.34         205.74            269.49
                                             ** JOB TOTALS **                5.34  **     205.74  **        269.49  **

                                                                                                            STATE
SALEM-DEARBORN AV-GLYNBROOK   CONT NO         FA PROJ NOS M   705002 100                                    111.47CR
                                  324   1940     294      00 N 1



                                                                                      JUNE 1981        PAGE  815

TOTAL TO DATE JOB COST SUMMARY                                                        FISCAL           GRAND TOTAL
                                                                                                        TO DATE
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR   CURRENT MONTH    YEAR TO DATE
                                  324   1940     296      00 N 9       290.40CR      16,763.45CR        93,778.45CR
                                  324   1940     297      00 N 9                                         2,015.00
                                  324   1940     298      00 N 9       290.40        16,763.45          91,763.45
                                  324   1940     901      00 P 1       192.59         3,639.39          57,638.81
                                  324   1940     901      00 N 1          .05            32.18             595.14
                                  324   1940     902      00 P 1                                           109.95
                                  324   1940     903      00 P 1                                         1,586.99
                                  324   1940     905      00 P 1       342.34         6,892.67           8,504.41
                                  324   1940     906      00 P 1                                           206.55
                                  324   1940     907      00 P 1         4.04         2,266.16           2,588.36
                                  324   1940     909      00 P 1                      2,228.79          16,675.73
                                  324   1940     910      00 P 1                                         1,205.05
                                  324   1940     911      00 P 1                                         2,891.12
                                  324   1940     913      00 F 1                         34.90           9,548.41
                                  324   1940     913      00 N 1                                            54.00
                                  324   1940     914      00 P 1         3.91           153.34             242.54
                                  324   1940     916      00 P 1                                             8.20
                                  324   1940     918      00 P 1                                           314.99
                                  324   1940     920      00 P 1                         14.94              55.85
                                  324   1940     922      00 P 1                         10.13              10.13
                                  324   1940     923      00 P 1          .28                              481.07
                                  324   1940     950      00 P 1                        110.24           2,503.44
                                  324   1940     960      00 N 1                                           106.04
                                  324   1940     980      00 P 1                                         2,624.01
                                                 TOT      P1           543.16        15,347.56         107,195.61
                                                 TOT      N1              .05            32.18             643.71
                                             ** JOB TOTALS **          543.21  **    15,379.74  **     107,839.32  **

                                                                                                            STATE
SALEM-CHEMAWA RD-HICKORY ST   CONT NO         FA PROJ NOS X1  525001 100
                                  324   1941     295      00 N 9                                        51,300.00
                                  324   1941     296      00 N 9    10,877.16CR     261,731.92CR       393,939.52CR
```

9343

6-81

X

9343

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

June 15, 1981

Mr. Phillip O. Stearns, Federal Aid Specialist
DEPARTMENT OF TRANSPORTATION
Highway Division, Region 2
2960 E. State Street
Salem, Oregon 97310

RE: Sunnyside Road-Commercial St.
(Salem) Section
505-2403 (1) Hilficker Lane

Dear Mr. Stearns:

Attached are plans and specifications for the subject project. Please forward these documents to the appropriate agencies for review, approval, and contract letting.

Your right-of-way section is currently completing review of appraisals. It therefore appears that permission to enter all properties would be available to coincide with an August contract letting. This would allow us to construct the project this year.

If you have any questions, please call the project engineer, Karl Goertzen at 588-6211.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

Ronald J. Merry

Ronald J. Merry, P.E.
Director of Public Works

to City Co 6-19
OK? ___

RJM/lg

cc: Karl D. Goertzen, Chief Design Engineer
Bruce Schafer, Traffic Engineer
Ralph Lambert, I-305 Engineer

RECEIVED
JUN 19 1981
LOCATION
SECTION

PROJECT "GO" FOR
AUG 20, LETTING
7/14/81

# ENGINEERS ESTIMATE

| ITEM | UNIT | QUANTTY |
|---|---|---|
| MOBILIZATION | L.S. | ALL |
| TEMPORARY SIGNS | SQ. FT. | 126 |
| TEMPORARY BARRICADES | EACH | 2 |
| FLAGMEN | HOURS | 32 |
| TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC | L.S. | ALL |
| | | |
| ROADWORK | | |
| | | |
| REMOVAL OF STRUCTURES AND OBSTRUCTION | L.S. | ALL |
| CLEARING AND GRUBBING | L.S. | ALL |
| EARTHWORK | L.S. | ALL |
| 1"-0 AGGREGATE BASE | TON | 969 |
| CLASS "B" ASPHALTIC CONCRETE | TON | 235 |
| 12" CONC. CLASS 3 ASTM C-14 SEWER PIPE | L.F. | 154 |
| 10" CONC. CLASS 3 ASTM C-14 SEWER PIPE | L.F. | 35 |
| CONCRETE INLETS, TYPE 2 | EACH | 1 |
| CONCRETE INLETS, TYPE 1 | EACH | 2 |
| CONVERT C.B. TO JUNCTION BOX | EACH | 1 |
| ADJUSTING MANHOLES | EACH | 1 |
| CONCRETE WALKS - 4" THICKNESS | SQ. YD. | 25 |
| CONCRETE DRIVEWAYS - 6" THICKNESS | SQ. YD. | 175 |
| CONCRETE CUTTING | LIN. FT. | 408 |
| CONCRETE CURBS, TYPE "C" | LIN. FT. | 330 |
| CONCRETE CURB, PLAN DETAIL 1 | LIN. FT. | 72 |
| CONCRETE CURB, PLAN DETAIL 2 | LIN. FT. | 95 |
| ASPHALTIC CONCRETE DRIVEWAYS & PARKING LOT-2" THICKNESS | SQ. YD. | 251. |
| SPECIAL WALL BACKFILL | CU. YD. | 30 |
| STRUCTURAL CONCRETE CLASS 3300 | CU. YD. | 31 |
| STEEL REINFORCEMENT | LB. | 1914 |
| 1½" DIA. STEEL HANDRAIL | LIN FT. | 160 |
| 2" WEEP MATERIAL UNDER SIDEWALK | LIN. FT. | 140 |
| SPECIAL PARKING LOT DRAINAGE STRUCT. | EACH | 1 |
| RELOCATE MAILBOXES | EACH | 2 |
| EXTRA FOR PIPE UNDER PAVEMENT | LIN. FT. | 180 |

## ERS ESTIMATE

| ITEM | UNIT | QUANTITY | UNIT PRICE | AMOUN |
|---|---|---|---|---|
| N | L.S. | ALL | L.S. | 1500 |
| IGNS | SQ.FT. | 126 | 10 | 1260 |
| ARRICADES | EACH | 2 | 40 | 80 |
| | HOURS | 32 | 20 | 640 |
| PROTECTION AND DIRECTION | L.S. | ALL | L.S. | 1200 |
| | | | | |
| | | | | |
| ROADWORK | | | | |
| | | | | |
| STRUCTURES AND OBSTRUCTION | L.S. | ALL | L.S. | 1300 |
| D GRUBBING | L.S. | ALL | L.S. | 500 |
| | L.S. | ALL | L.S. | 8610 |
| ATE BASE | TON | 969 | $9^{00}$ | 8721 |
| PHALTIC CONCRETE | TON | 235 | $33^{00}$ | 7755 |
| ASS 3 ASTM C-14 SEWER PIPE | L.F. | 154 | $18^{00}$ | 2772 |
| ASS 3 ASTM C-14 SEWER PIPE | L.F. | 35 | $15^{00}$ | 525 |
| NLETS, TYPE 2 | EACH | 1 | 375 | 375 |
| NLETS, TYPE 1 | EACH | 2 | 375 | 750 |
| R TO JUNCTION BOX | EACH | 1 | 375 | 375 |
| MANHOLES | EACH | 1 | 190 | 190 |
| WALKS - 4" THICKNESS | SQ. YD. | 25 | $18^{00}$ | 450 |
| RIVEWAYS-6" THICKNESS | SQ. YD. | 175 | $16^{00}$ | 2800 |
| UTTING | LIN. FT. | 408 | $1^{50}$ | 612 |
| URBS, TYPE "C" | LIN. FT. | 330 | $5^{00}$ | 1650 |
| URB, PLAN DETAIL 1 | LIN. FT. | 72 | $2^{00}$ | 144 |
| URB, PLAN DETAIL 2 | LIN. FT. | 95 | $2^{00}$ | 190 |
| CONCRETE | SQ. YD. | 251. | $9^{50}$ | 2385 |
| PARKING LOT-2" THICKNESS | | | | |
| LL BACKFILL | CU. YD. | 30 | $14^{00}$ | 420 |
| CONCRETE CLASS 3300 | CU. YD. | 31 | $325^{00}$ | 10,075 |
| ORCEMENT | LB. | 1914 | $0^{75}$ | 1436 |
| L HANDRAIL | LIN FT. | 160 | $5^{00}$ | 800 |
| TERIAL UNDER SIDEWALK | LIN. FT. | 140 | $2^{00}$ | 280 |
| RKING LOT DRAINAGE STRUCT. | EACH | 1 | 300 | 300 |
| MAILBOXES | EACH | 2 | 150 | 300 |
| PE UNDER PAVEMENT | LIN. FT. | 180 | 10 | 800 |
| RACT COST | | | | 59,195 |

| | | |
|---|---|---|
| EARTHWORK | L.S. | ALL |
| 1"-0 AGGREGATE BASE | TON | 969 |
| CLASS "B" ASPHALTIC CONCRETE | TON | 235 |
| 12" CONC. CLASS 3 ASTM C-14 SEWER PIPE | L.F. | 154 |
| 10" CONC. CLASS 3 ASTM C-14 SEWER PIPE | L.F. | 35 |
| CONCRETE INLETS, TYPE 2 | EACH | 1 |
| CONCRETE INLETS, TYPE 1 | EACH | 2 |
| CONVERT C.B. TO JUNCTION BOX | EACH | 1 |
| ADJUSTING MANHOLES | EACH | 1 |
| CONCRETE WALKS - 4" THICKNESS | SQ. YD. | 25 |
| CONCRETE DRIVEWAYS - 6" THICKNESS | SQ. YD. | 175 |
| CONCRETE CUTTING | LIN. FT. | 408 |
| CONCRETE CURBS, TYPE "C" | LIN. FT. | 330 |
| CONCRETE CURB, PLAN DETAIL 1 | LIN. FT. | 72 |
| CONCRETE CURB, PLAN DETAIL 2 | LIN. FT. | 95 |
| ASPHALTIC CONCRETE DRIVEWAYS & PARKING LOT-2" THICKNESS | SQ. YD. | 251. |
| SPECIAL WALL BACKFILL | CU. YD. | 30 |
| STRUCTURAL CONCRETE CLASS 3300 | CU. YD. | 31 |
| STEEL REINFORCEMENT | LB. | 1914 |
| 1½" DIA. STEEL HANDRAIL | LIN FT. | 160 |
| 2" WEEP MATERIAL UNDER SIDEWALK | LIN. FT. | 140 |
| SPECIAL PARKING LOT DRAINAGE STRUCT. | EACH | 1 |
| RELOCATE MAILBOXES | EACH | 2 |
| EXTRA FOR PIPE UNDER PAVEMENT | LIN. FT. | 180 |
| TOTAL CONTRACT COST | | |
| CONTINGENCIES (8%) | | |
| CONSTRUCTION ENGINEERING (10%) | | |
| | | |
| CITY FORCE WORK | | |
| | | |
| WATER METER RELOCTION | L.S. | ALL |
| PERMANENT SIGN REMOVAL & REINSTALLATION | EACH | 3 |
| PERMANENT PAVEMENT STRIPING | L.S. | ALL |
| | | |
| TOTAL PROJECT COST | | |

| | | | | |
|---|---|---|---|---|
| TIC BASE | | | | |
| SPHALTIC CONCRETE | TON | 235 | $33^{00}$ | 7755 |
| ASS 3 ASTM C-14 SEWER PIPE | L.F. | 154 | $18^{00}$ | 2772 |
| ASS 3 ASTM C-14 SEWER PIPE | L.F. | 35 | $15^{00}$ | 525 |
| INLETS, TYPE 2 | EACH | 1 | 375 | 375 |
| INLETS, TYPE 1 | EACH | 2 | 375 | 750 |
| B. TO JUNCTION BOX | EACH | 1 | 375 | 375 |
| MANHOLES | EACH | 1 | 190 | 190 |
| WALKS - 4" THICKNESS | SQ. YD. | 25 | $18^{00}$ | 450 |
| DRIVEWAYS-6" THICKNESS | SQ. YD. | 175 | $16^{00}$ | 2800 |
| CUTTING | LIN. FT. | 408 | $1^{50}$ | 612 |
| CURBS, TYPE "C" | LIN. FT. | 330 | $5^{00}$ | 1650 |
| CURB, PLAN DETAIL 1 | LIN. FT. | 72 | $2^{00}$ | 144 |
| CURB, PLAN DETAIL 2 | LIN. FT. | 95 | $2^{00}$ | 190 |
| CONCRETE | SQ. YD. | 251. | $9^{50}$. | 2385 |
| & PARKING LOT-2" THICKNESS | | | | |
| ALL BACKFILL | CU. YD. | 30 | $14^{00}$ | 420 |
| CONCRETE CLASS 3300 | CU. YD. | 31 | $325^{00}$ | 10,075 |
| FORCEMENT | LB. | 1914 | $0^{75}$ | 1436 |
| EEL HANDRAIL | LIN FT. | 160 | $5^{00}$ | 800 |
| ATERIAL UNDER SIDEWALK | LIN. FT. | 140 | $2^{00}$ | 280 |
| ARKING LOT DRAINAGE STRUCT. | EACH | 1 | 300 | 300 |
| MAILBOXES | EACH | 2 | 150 | 300 |
| PIPE UNDER PAVEMENT | LIN. FT. | 180 | .10 | 800 |
| TRACT COST | | | | 59,195 |
| IES (8%) | | | | 4672 |
| ON ENGINEERING (10%) | | | | 5840 |
| | | | | |
| CE WORK | | | | |
| | | | | |
| TER RELOCTION | L.S. | ALL | 569 | 569 |
| T SIGN REMOVAL & REINSTALLATION | EACH | 3 | 75 | 225 |
| T PAVEMENT STRIPING | L.S. | ALL | 150 | 150 |
| | | | | |
| UECT COST | | | | 70,651 |

9343 [illegible]

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-2403(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80298

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/81
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Sunnyside Road - Commercial Street (Salem)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of March 23, 1981 I approve the revised Preliminary Engineering Costs to a TEC of $9,750 Federal Funds $8,360, (Increase TEC $5,050 Federal Funds $4,330 for PE) and Construction Costs to a TEC of $49,300 Federal Funds $42,291 (Increase TEC $19,300 Federal Funds $16,561 for construction)

RECEIVED
STATE HWY ENGR
APR 7 '81
REFER TO
Moehnng
FOR

| Info | Inves | R/D | Dr/t | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 4/3/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

348

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

March 23, 1981

TO: Mr. R.B. Hathaway
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 80298
Project No. SOS-2403(1)
Sunnyside Rd.-Commercial St. (Salem) Sec.
Marion County

I hereby request your approval of a minor program change on the subject project to increase the estimated total cost and federal funds as follows:

| Present Authorizations | Total Cost | Federal Funds |
|---|---|---|
| P.E. | $ 4,700.00 | $ 4,030.00 |
| R/W | 25,000.00 | 21,440.00 |
| Const. | 30,000.00 | 25,730.00 |
| TOTAL | $59,700.00 | $51,200.00 |

| Revised Estimate | | | CHANGE |
|---|---|---|---|
| P.E. | $ 9,750.00 | $ 8,360.00 | $ 4,330.00 |
| R/W | 25,000.00 | 21,440.00 | --- |
| Const. | 49,300.00 | 42,291.00 | + 16,561.00 |
| TOTAL | $84,050.00 | $72,091.00 | + 20,891.00 |

Funds for this request are available from releases on other SOS projects by final voucher submissions or other actions. Information regarding the increase in preliminary engineering costs is provided in the enclosed copy of a letter from the City of Salem.

Form 734-3122

I further request, concurrent with approval of the program change, authorization for the increases in total cost and federal funds on the project.

CL:bkc

R.E. Reynoldson ✓
General Files ✓

9343

4.

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Jim Dixon
Region 2 R/W Supervisor

DATE: November 5, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:

Agr. #173
Right of Way Services Agreement
Sunnyside Road-Commercial St. Sec.
Hilfiker Road, SE
City of Salem
Marion County

MISC. CONTRACTS and
AGREEMENTS No. 6572

Attached is an original and a copy of the subject agreement. The original copy should be transmitted to the City.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Local Gov't Programs, w/c
Finance, w/c
Appraisal, w/c

Form 81-734-3039

9343

ACCT 4-7

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Sunnyside Road-Commercial Street (Salem)

Highway Hilficker Road (City Street)

County Marion

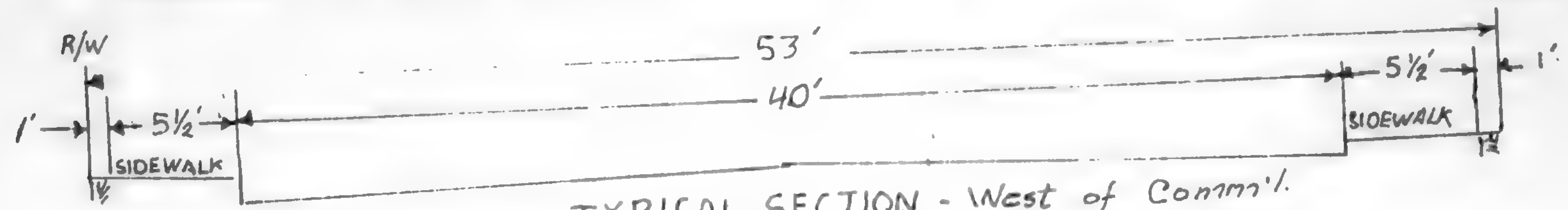
Date October 1, 1980

Authorization No. [redacted]

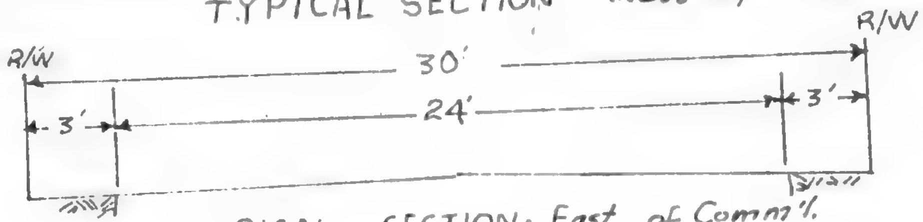
Survey Prefix 324-1939 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly terminus is Sunnyside Road. Easterly terminus is 140 feet east of Commercial St. Route follows existing road. Length 0.08 miles.



TYPICAL SECTION - West of Comm'l.



TYPICAL SECTION - East of Comm'l.

Purpose of survey:

To prepare plans, specifications and cost estimate for grading, paving, curb and walk construction. This is an Off-System project.

Estimate of Costs:

| | | |
|---|---|---|
| Resident Engineer | (901) | $ 200 |
| Pay to Local Government | (903) | 7,000 |
| Final Design | (905) | 750 |
| Soils & Geology | (910) | 500 |
| Project Management | (920) | 50 |
| Specifications | (921) | 1,000 |
| Adm. Serv. (Eng.) | (922) | 50 |
| Environment | (923) | 200 |

Total estimated cost of survey $9,750

Previous authorization 4,700

Additional authorization requested 5,050

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

HAV

9343

FORM 81-734-3030

**ORGANIZATION: OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: 324-1939

October 1, 1980

Loren A Weber

FROM: Loren A. Weber
Region Location Engineer

TO: Phil Stearns
Region FederalAid Engineer

SUBJECT: Supplemental Authority for Survey
Sunnyside Road-Commercial St (Salem)
Hilficker Road (City Street)
Marion County

I have attached Authority for Survey No. 2 to cover the current anticipated costs for the subject project.

The current estimated costs for the Region functions are:

| | |
|---|---|
| 901 - Field | $ 200 |
| 903 - City | 7000 |
| 910 - Soils | 500 |

The reasons for the overrun are setforth in Mr. Merry's letter to Mr. Stearns, dated September 26, 1980, a copy of which is attached for forwarding with this request.

Project# S03-2403(1)
Prefix 324-1939

10-10-80

Cliff,

Please increase the funding as requested in the city's letter

HR

9343

REGION 2 ENGINEER
RECEIVED
☐ RLE SEP 29 1980 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ PFE

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

September 26, 1980

Mr. Phillip O. Stearns
Region II Federal Aid Specialist
Highway Division
2960 East State Street
Salem, OR 97310

RE: Hilficker Lane - Sunnyside Rd. to 140' East of Commercial - Federal Aid Project No. SOS-2403 (1)

Dear Mr. Stearns:

We have advanced preliminary engineering on subject project to the point where it is apparent that authorized funding is insufficient to complete the preliminary engineering and right-of-way acquisition phases of the work.

The total estimated cost (TEC) for preliminary engineering is now $7,000 as compared to the $4,700 authorized in the "Authority for Survey". We believe this figure was underestimated from the beginning in the project request. It is alarming, but a fact, that the cost to advance a project of this small dollar scope to contract becomes disproportionately large compared to the total project cost.

The total estimated cost for right-of-way acquisition is now $71,000 as compared to the $30,000 authorized on form PR-1240 dated 6-5-78. This new estimated cost includes a possible $15,000 legal cost should court action become necessary in the acquisition. Our original estimate did not include funds for possible legal costs. The remaining difference in estimated costs are due primarily to the effects of inflation.

The following will summarize the revised funding requests for this project:

| | CURRENT AUTHORIZATION | | | PROPOSED AUTHORIZATION | | |
|---|---|---|---|---|---|---|
| | TEC | FEDERAL FUNDS | CITY FUNDS | TEC | FEDERAL FUNDS | CITY FUNDS |
| PRELIMINARY ENGINEERING | $ 4,700 | $ 4,030 | $ 670 | $ 7,000 | $ 6,020 | $ 980 |
| OTHER ACTIONS NECESSARY TO COMPLETE CONSTRUCTION | $25,300 | $21,700 | $3,600 | -- | -- | -- |
| SUBTOTAL | $30,000 | $25,730 | $4,270 | $ 7,000 | $ 6,020 | $ 980 |
| R/W ACQUISITION | $30,000 | $25,730 | $4,270 | $71,000 | $61,060 | $ 9,940 |
| TOTAL | $60,000 | $51,460 | $8,540 | $78,000 | $67,080 | $10,920 |

Under the above reallocation scheme only $5,110 of the SOSR funds allocated to Salem, which total $72,190, would remain for construction engineering and the actual construction. Since this will be insufficient we recognize the need to obtain other funding source for the construction.

We have included 3 prints of the right-of-way acquisition map.

We look forward to receiving your authorization of this fund reappropriation.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J Merry

Ronald J. Merry, P.E.
Assistant Director of Public Works/
Engineering

RJM/KDG:sjm

cc: Don MacFadden
Dick Knowles
Karl D. Goertzen
Bruce Schafer

9343

Memo to Files  Transfer of Federal Funds  6/13/80

AR

From City of Dufur
Hailer and 4th Sts
SOS-3301(1)

$21,891

To City of Salem
Sunnyside Rd. - Commercial St. Sec.
Hilfiker Road
SOS-2403(1)
$20,891

(Dufur project has been cancelled)

Transfer of Funds

51,200
20,891
30,091

$64,500
5448 Less PE

59,052
20,891 Less City of Salem SOS-2403(1)

38,161
28,352 Less City of Eugene SOS-2003(1)

9,809
9,809 Less Clatsop County ~~Baker County~~ OS-0400(1) ~~SOS-0100(2)~~

-0-

9343

Memo to files

2-20-80

HReynoldson

Salem 1979 SOS Funds
Sunnyside Road - Commerical St. Section
Hilficker Road.
SOS-2403(1)

Salem's portion of Oregon 1979 SOS federal allotment ($1,065,858) is $20,891

The city is requesting that their $20,891 be added to ~~be~~ the subject project.

c.c. Cliff Laux

7-13

SOS
Salem

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 12, 1978

Ralph Hanley
City Manager
City Hall
Salem, Oregon 97301

Dear Mr. Hanley;

This is to advise you the State Highway Division has received authorization from the Federal Highway Administration for the Sunnyside Road- Commercial Street Section of Hilficker Road. Funding for the project is from the Safer Off-System Roads Program.

City forces may proceed with preliminary engineering effective June 6, 1978. Mr. Ken Wolfe, 2111 Front St., Salem, 97303, phone 378-8132, has been assigned as liaison engineer for the Highway Division. City billings may be submitted to Mr. Wolfe for approval and processing.

In accordance with the construction- finance agreement, I have attached a copy of the Authority for Survey which indicates estimated amounts for preliminary engineering. Construction engineering costs will be determined when the project is contracted.

Very truly yours,

S

Phil Stearns
REGION FEDERAL AID SPECIALIST

PS/lm
cc: D. H. Moehring
K. Wolfe

PROJECT MANAGEMENT
CCE ☐ OM
FAE ☐ OPE
JUN 13 1978
M
File: PM FA
LG OP
FAA
HAL

9343

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-1-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-2403(1)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80298

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| 6/5/78 | 6/5/78 | Non-Federal-aid<br>City Street |

GENERAL LOCATION:

Sunnyside Road-Commercial Street (Salem)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Right of Way, and Construction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Archeology salvage and utility preparatory work, TEC $4,700, FF $4,030

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of 5/23/78 you are authorized to proceed with all phases of right-of-way acquisition, TEC $25,000-Fed. Funds $25,730. Federal participation is limited to that R/W incorporated in the final location.

Also, as requested in Mr. Swan's 5/23/78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $30,000, Federal funds $25,730, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/5/78 | G K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9343

May 23, 1978

City of Salem
City Hall
Salem, OR 97301

Attention: Miss Betty Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6572

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Sunnyside Road-Commercial Street Section of Hilficker Road, S.E.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

1343

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

HIGHWAY BUILDING, SALEM, OREGON 97310

May 23, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80298
Project No. SOS-2403(1)
Sunnyside Rd.-Commercial St. (Salem) Section
Marion County

Engineering by City

Attached data consists of PR-1 form with project map.

This project has been selected by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering by city forces including utility preparatory work and archeological salvage at an estimated total cost of $4,700 with an obligation of $4,030 in Federal fund.

2) Authorization to proceed with right-of-way acquisition all phases at an estimated total cost of $25,000 with an obligation of $21,440 in Federal funds.

3) Authorization for construction at an estimated total cost $30,000 with an obligation of $25,730 in Federal funds.

State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval have been previously forwarded.

DRH:dmc
Attachments
cc: C. O. Fredrickson
H. Reynoldson

Budget Bureau No. 41-R2067;
U.S.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. May 23, 1978

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 65

| ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|
| | 500 | 4,000 (66) (70) | 78 (71) (72) | 10 | Oregon |

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, ROW, Gr., Dr., & H.T. Pave 26 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S) SOS- 14 23
NUMBER 2403 7

CARD
CLASS OF FEDERAL FUNDS Safer Off-System Roads
NAME OF URBAN AREA 17-31 Salem
COUNTY NAME Marion
ROUTE NO. N
FEDERAL-AID Non (32)
STATE City St.* (36) (37)
U.S. ---

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | 0.08 | 4,700 | 4,030 | | 670 (City |
| 5 | | | | | **ROW** | | | 0.08 | 25,000 | 21,440 | | 3,560 (City |
| 5 | | | | | **CONST** (CODE) 6201 | | "Sunnyside Rd.-<br>Commercial St.(Salem)<br>Section" | 0.08 | 30,000 | 25,730 | | 4,270 (Cit |
| CARD 1 | CODE 1 | PREPARED BY DRH | | | | | PROJECT TOTALS | 0.08 | 59,700 (16) (23) | 51,200 (24) (33) | | 8,500 (Cit |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | | | | | | |

REMARKS

* Hilficker Rd. S.E.

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 196?

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

May 23, 1978

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ADT | PRESENT | FUTURE (68) (70) | YEAR (71) (72) | REGION | STATE NAME | STATE CODE (2) (3) | APP'N CODE (4) (9) | ITEM NO. (14) (18) |
| | 500 | 4,000 | 78 | 10 | Oregon | 41 | 680 | 80298 |

ECT LOCATION (45 typewriter spaces) 65

WORK (35 typewriter ., & H.T. Pave 62

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 23 | NUMBER 7 | SEQ. NO. 11 | I Projects Only POST MI. (24) (26) | DESIG. 27 |
| | | | | | | | SOS- | 2403 | (1) | | |

n Roads

| | | | |
|---|---|---|---|
| COUNTY NAME | Marion | CODE (14) (16) 047 | PROGRAM STAGE ☐ 1 OR ☐ 2 |

| | | | |
|---|---|---|---|
| ROUTE NO. N | FEDERAL-AID Non (32) | STATE City St.* (36) | U.S. --- (37) (41) |

| WORK TYPE 46 | STEP 53 | TERMINI (Full description) | MILES (54) (58) | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | 0.08 | 4,700 | 4,030 | | 670 (City) | |
| OW | | | 0.08 | 25,000 | 21,440 | | 3,560 (City) | |
| ONST<br>CODE)<br>6201 | | "Sunnyside Rd.-<br>Commercial St.(Salem)<br>Section" | 0.08 | 30,000 | 25,730 | | 4,270 (City) | ROW-53';<br>Access Control-none;<br>Parking Restrictions-<br>Complete |
| DRH | | PROJECT TOTALS | 0.08 | 59,700 (16) (23) | 51,200 (24) (33) | | 8,500 (City) | |

REMARKS

PROVAL DATES

* Hilficker Rd. S.E.

-over-

USCOMM D.:C

## SUNNYSIDE RD.-COMMERCIAL ST. (SALEM) SECTION
## PROJECT NO. SOS-2403(1)

Existing Facility:
Hilficker (West of Commercial)-Oiled surface 20 feet wide accommodating 2 lanes of traffic.
Hilficker (East of Commercial)-Graveled surfaced 2 lane roadway 24 feet wide.

Adjacent Sections:
West End - Jct. with Sunnyside Road.
East End - Same as existing facility east of Commercial St.

Project Data: Work under this project consists of the following;
1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Acquisition of Right-of-Way all phases.
3) Grade, drain, and high-type pavement required to widen the existing facility west of Commercial Street to 40 feet curb to curb section with 5 ft. sidewalks both sides; east of Commercial Street to 24 ft. with 3 ft. shoulders and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport lies within 2 miles to the northeast of this project. However, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval dated May 9, 1978 and May 2, 1978 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 27, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) In Salem FY 1978 TIP Annual Element as #604 & 605.

9343

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# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation - Highway Division

PROJECT TITLE: Sunnyside Rd- Commercial St

DATE: May 9, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
MAY 12 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
R. A. Kuehn
Aeronautics Division
B. L. Gifford
G. W. Wimer

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

4-5-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

es Division
Dept. of Environmental Quality
RECEIVED
APR 07 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7804 2 170 Due Date: ________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If no residential property is near the intersections, then no noise impacts will occur. Air Quality has No Comment

Agency DEQ By Norman L. Jutter

843(02)

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

**STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310**

April 5, 1978

**TO** Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council of Governments
200 Senator Bldg.
220 High St. NE
Salem, Oregon 97301

**FROM** D. E. Swan
Federal Aid Engineer

**SUBJECT** Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Sunnyside Rd.-Commercial St. (Salem)
Highway: Hilficker Road
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 5, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
APR [illegible] '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Sunnyside Rd.-Commercial St. (Salem)

11 12] PROJECT LOCATION—CITY: Hilficker Road<br>Salem City Street | PROJECT LOCATION—COUNTY: Marion | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project constructs curbs, sidewalks and a new street surface 40' curb to curb [71

06 12] on Hilficker between Sunnyside and Commercial. Hilficker to the east of Commercial, [71

07 12] is to be resurfaced and widened. Right-of-way along Hilficker is required, 38' [71

08 12] added width west of Commercial and 15' added width east of Commercial. A bikepath [71

09 12] is not presently proposed, although one could be incorporated at a later date. [71

10 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 31,280 | -- | -- | 8,720 | -- | 40,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: April 5, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: May | 43] DAY [44: 5 | 45] YEAR [46: 1978

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 5, 1978

VI. If project includes state funds (12C), identify agency

### STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

SOS-2402( )

## PART 1. GENERAL INFORMATION

**A. Project Identification:** Street Improvement - Hilficker Road

Date March 10, 1978
Section Sunnyside Rd.-Commercial St.
Unit (if appl) ____
County Marion
City Salem
Highway Hilficker Rd. (city street)
State Hwy. No. Off-System
Termini: M.P.(if appl) ____
Length 420'
Region 2
Construction Estimate $40,000
Program Amount

---

**B. Purpose of Project:**

This project improves Hilficker Road from Sunnyside Road to a point 140' east of Commercial Street. This project will provide the major traffic connection between Sunnyside Road and Commercial Street, replacing the present Sunnyside connector to Commercial Street north of Idylwood Drive. In the future, the Hilficker/Commercial intersection will be signalized.

---

**C. Origin & History of Project:**

This project has been adopted into the SATS Plan and is their No. 1 Safer Off-Systems Roads project.

---

**D. General Description of Project:**

This project constructs curbs, sidewalks and a new street surface 40' curb to curb on Hilficker between Sunnyside and Commercial. Hilficker to the east of Commercial, is to be resurfaced and widened. Right-of-way along Hilficker is required, 38' added width west of Commercial and 15' added width east of Commercial. A bikepath is not presently proposed, although one could be incorporated at a later date.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. Grvl.; Parking Unrestricted
Proposed: No. Lanes 2; Med. ____; Shldrs Curbed; Parking No Parking

Traffic: Existing Facility: Existing ADT 500; Projected ADT ____; Yr. 1977
Existing Level of Service A

Proposed Facility: Projected ADT 4,000; Yr. 1978
Projected Level of Service B*

*Assumes signalized intersection and 4 lanes on Commercial Stree

734-3053 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.24; Type of Relocation Req. None; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

SATS Project, listed as No. 1 priority as Off-Systems Roads Project.

FHWA and/or OSHD approvals given, if any:

No formal approval given, although the general purpose and scope of the project has been agreed to by OSHD.

Location or Design Alternatives (identify and describe):

Improve the intersection of Sunnyside at Commercial. This project was not considered feasible due to the congestion resulting on Commercial Street due to inadequate signal spacing.

Other Descriptive Information or Comments:

Hilficker both east and west of Commercial is built on a 15' right-of-way. The surface is an extremely deteriorated rough oil mat surface.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

Hilficker Road is a very narrow, rough, oil mat surfaced street sloping at a slight grade upward to Commercial Street from both the east and west. The area is not subject to flooding (see SATS overview study, July 1976).

The soil of this area is classified as Jory silty clay loam (JoB). Permeability is moderately slow. This is not subject to erosion in slopes of 2% to 7%.

There is no known wildlife other then birds, squirrels, and other small animals common to the inhabited protions of Salem.

The area around the intersection is developed as commercial property.

2. Cultural:

The area surrounding the intersection is zoned CR (Commercial Retail).

Except during night time hours, traffic is ever present on Commercial Street and especially during morning and evening peak hours. The 1976 SATS Planning Overview on transportation noise analysis shows the decibel level to be greater than 75 dBA $L_{10}$ for Commercial Street and between 71 and 75 dBA $L_{10}$ for Sunnyside Road.

Overhead and underground utilities exist along both streets (city water and sewer, Portland General Electric, Pacific Northwest Bell and Northwest Natural Gas). A storm drain catch basin is installed at the southwest corner of Hilficker at Commercial.

The 1976 SATS Planning Overview on carbon monoxide concentrations indicates a level of 3.5 mg/$m^3$.

There are no known historic sites in the immediate area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way will be required. An additional 38 ft. is required for Hilficker west of Commercial and 15 ft. east of Commercial. No structures will be affected by the improvement. The acquisition west of Commercial Street may reduce the display lot area for DeLon car dealership on the south side of Hilficker.

2. Estimated Impact on Traffic Patterns:

The improvement is expected to generate more traffic on Hilficker by encouraging traffic to divert from the existing Sunnyside/Commercial intersection. When the intersection of Commercial at Hilficker is signalized, all entering traffic to Commercial Street northbound will be diverted to this intersection.

Consequences--Air Quality, Noise, Safety, etc.:

Noise along Hilficker will increase but will affect no residential dwellings. The safety of the Commercial Street intersection should increase with the improvement. Signalization will provide the best inducement to safety.

3. Estimated Impact on Land Use:

No change is expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

There are no wetlands involved in this project.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

N/A

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Traffic impact -- low

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Does not affect air quality

b. Noise Standards
Noise is not expected to increase to a great degree. The major streets already exhibit over 71 dBA $L_{10}$ noise level which is consistent with allowed FHWA noise standards on commercial property. A noise study report is required.

c. Water Quality Standards
N/A

d. Area Land Use and Transportation Plans, and Zoning
This conforms to the Salem Area Transportation Plan and land use. This does not affect existing zoning.

---

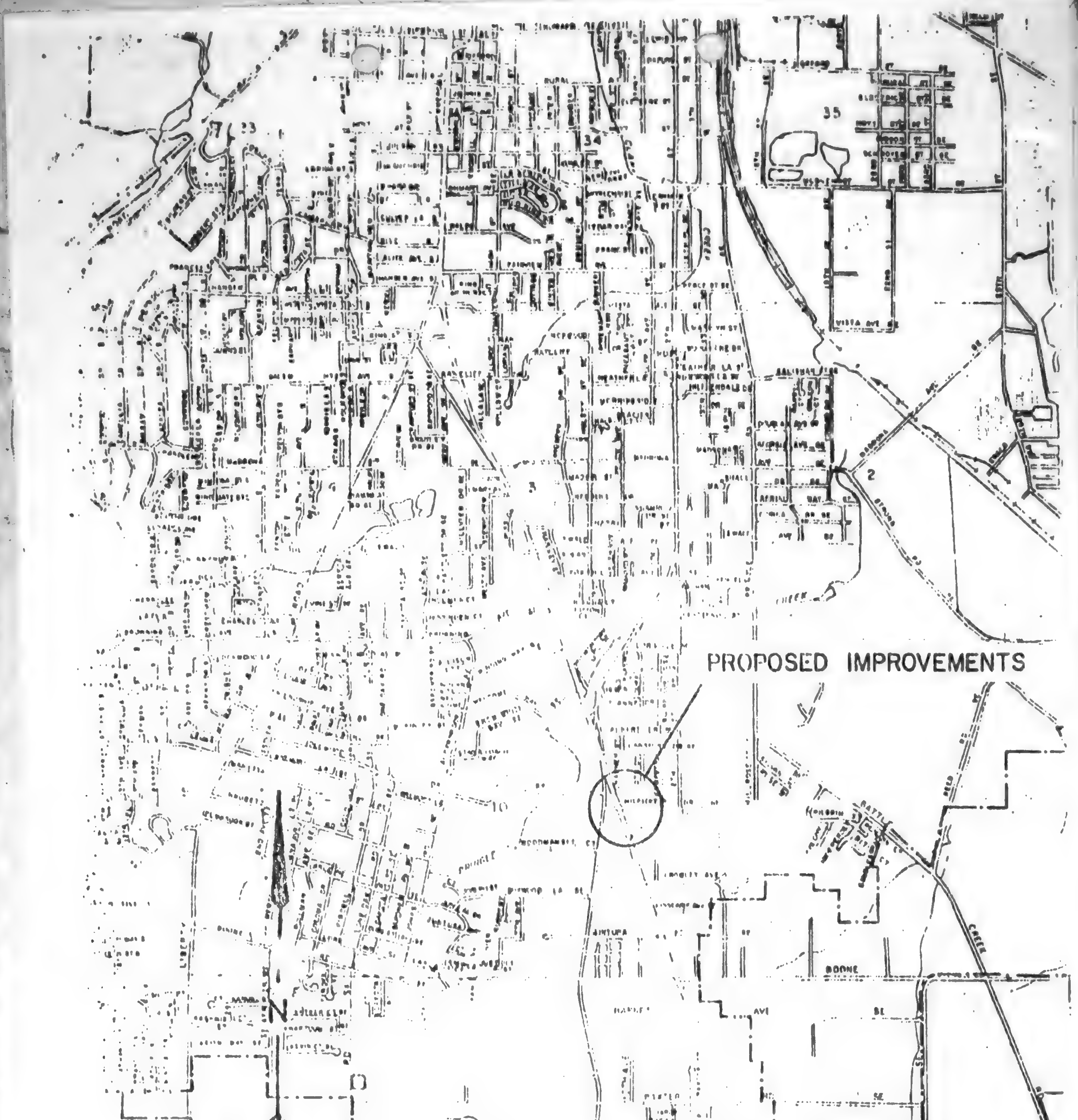
C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION------------------ | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | XX ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-2 paragraph 10 (3) projects of this type are ordinarily considered to be non-major actions.

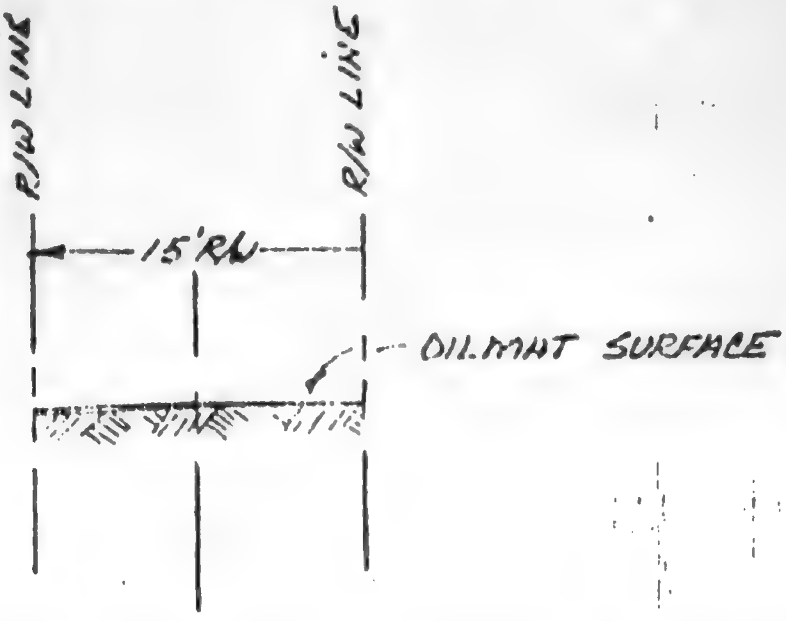
---

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

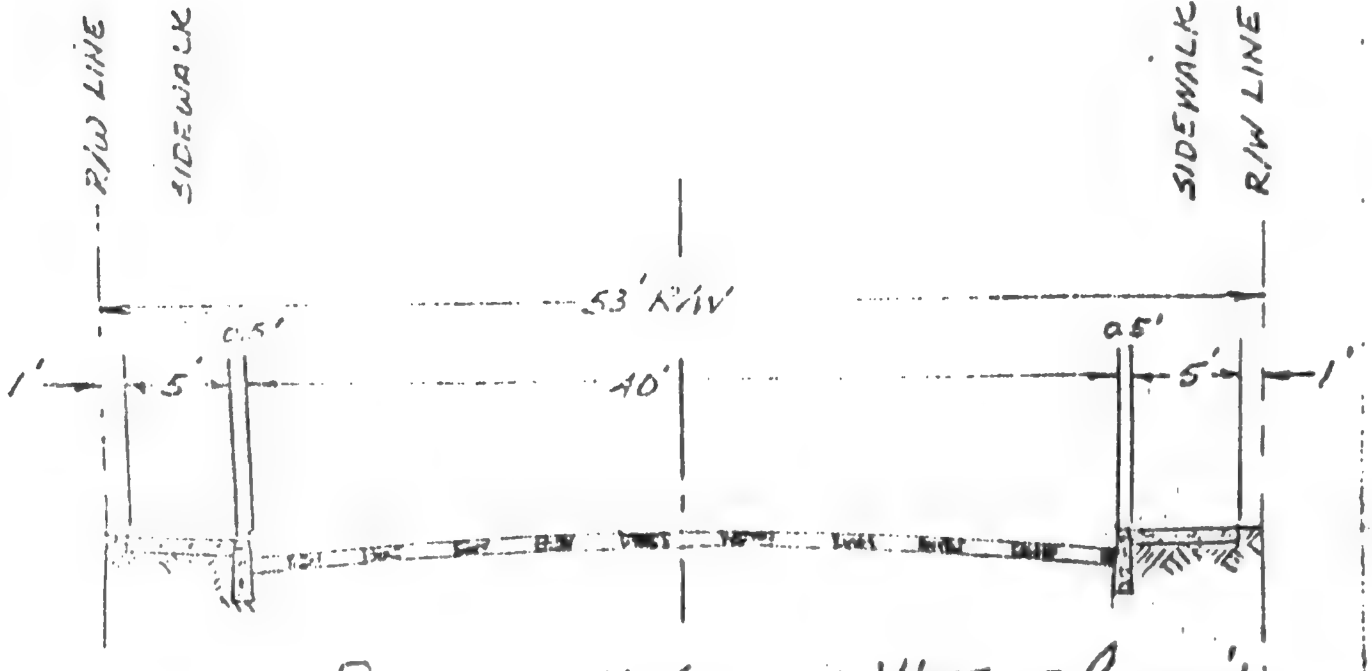

PROPOSED IMPROVEMENTS
35
34
23
2
BOONE
14
15

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

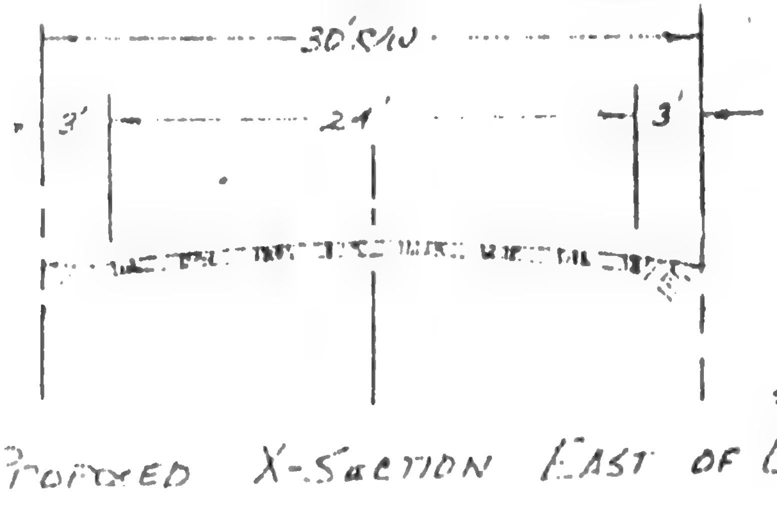
# EXISTING & PROPOSED X-SECTIONS
# HILFICKER Dr. S.E.


R/W LINE
R/W LINE
15' R/W
OILMAT SURFACE

EXISTING X-SECTION - EAST & WEST OF COMM'L


R/W LINE
SIDEWALK
SIDEWALK
R/W LINE
53' R/W
0.5'
0.5'
1'
5'
40'
5'
1'

PROPOSED X-SECTION WEST OF COMM'L



PROPOSED X-SECTION EAST OF COMM'L

March 15, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Proposed Safer Off-System Roads Projects

On the consent calendar for the March 28 meeting will be a request to cancel a previously approved SOS-R project and two requests for approval of SOS-R projects.

The request for cancellation is for a previously approved project on N. Juniper Street and N.E. 3rd Avenue in Canby.

Central Point's request is for a $102,000 project to reconstruct a 3 block segment of East Pine Street.

The request from the City of Salem is for a $58,000 project to improve a 0.08 mile segment of Hilficker Road easterly of Sunnyside Road.

Federal Safer Off-System Roads funds for these projects are estimated at $114,380, with Central Point providing approximately $37,500 in match funds and $8,120 being contributed by the City of Salem.

These projects have been investigated and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
D. N. Harwell

CITY OF SALEM
Proposed SOS-R Project

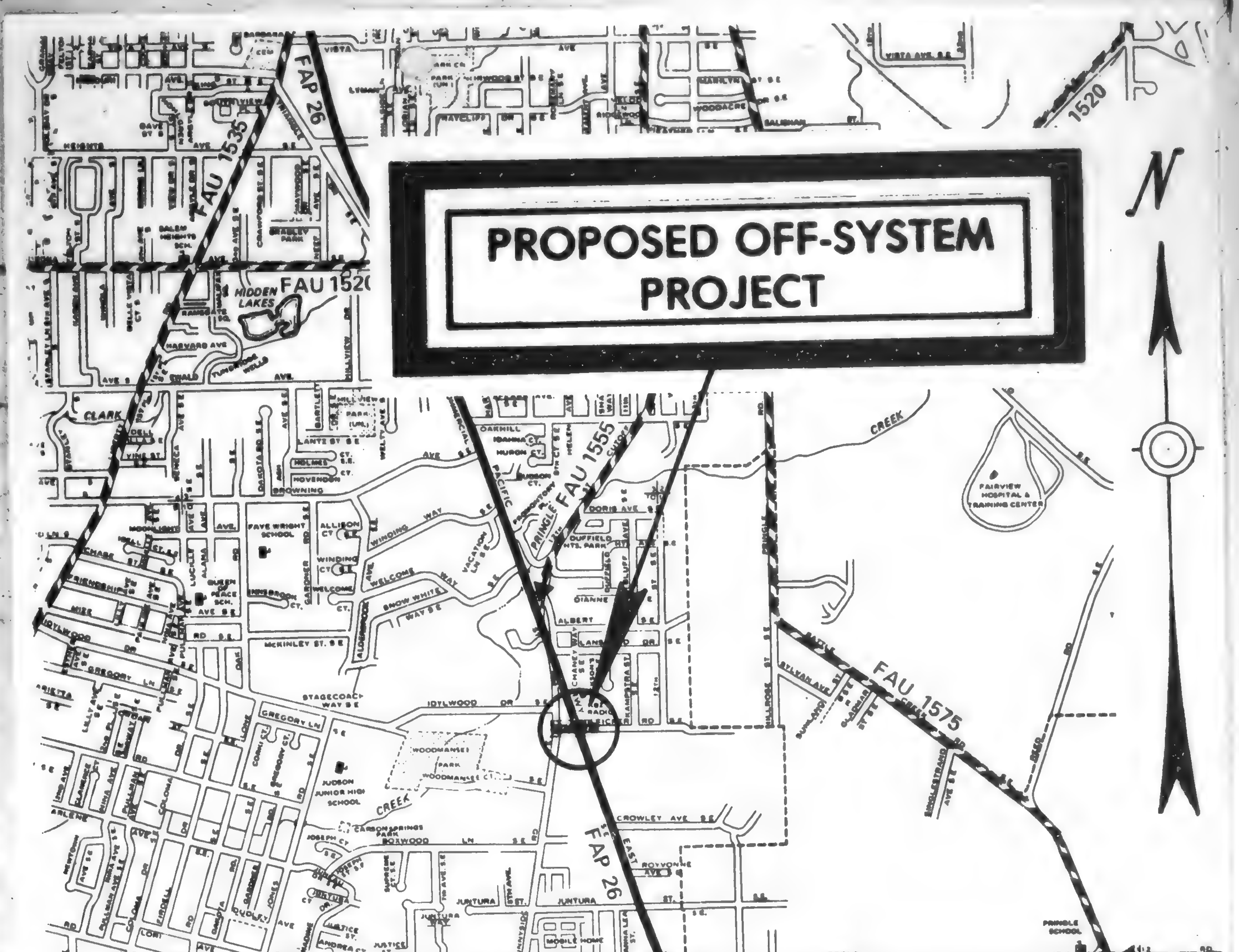
Sunnyside Road-Commercial Street Section
Hilficker Road S.E.
Grade, Pave, Curb and Sidewalks
0.08 Miles
$58,000

This project will improve Hilficker Road from Sunnyside Road to a point 140' east of Commercial Street. A 40-foot curbed street section with sidewalks will be provided.

Right-of-way will be acquired as a participating cost of the project.

City will perform the bulk of preliminary and construction engineering.

78-c
3-13-78


PROPOSED OFF-SYSTEM PROJECT
N
FAP 26
FAU 1535
FAU 1520
1520
FAU 1555
FAU 1575
FAU
HIDDEN LAKES
FAIRVIEW HOSPITAL & TRAINING CENTER
JUDSON JUNIOR HIGH SCHOOL
FAYE WRIGHT SCHOOL
PRINGLE SCHOOL
WOODMANSEE PARK
MOBILE HOME COURT
CREEK
PACIFIC
BOONE RD.
BARNES AVE.
BAXTER RD.
FABRY RD.
LANDAU ST S.E.
MILDRED LN.
MADRAS
WILTSEY
(NOT IN CITY)
HOLDER FIELD COUNTY PARK
99E
SALEM

9343

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

S05-2402( )

## PART 1. GENERAL INFORMATION

A. Project Identification: Street Improvement - Hilficker Road

Date March 10, 1978

Section Sunnyside Rd.-Commercial St.

Unit (if appl)

County Marion

City Salem

Highway Hilficker Rd. (city street)

State Hwy. No. Off-System

Termini: M.P.(if appl)

Length 420'

Region 2

Construction Estimate $40,000
Program Amount

---

B. Purpose of Project:

This project improves Hilficker Road from Sunnyside Road to a point 140' east of Commercial Street. This project will provide the major traffic connection between Sunnyside Road and Commercial Street, replacing the present Sunnyside connector to Commercial Street north of Idylwood Drive. In the future, the Hilficker/Commercial intersection will be signalized.

---

C. Origin & History of Project:

This project has been adopted into the SATS Plan and is their No. 1 Safer Off-Systems Roads project.

---

D. General Description of Project:

This project constructs curbs, sidewalks and a new street surface 40' curb to curb on Hilficker between Sunnyside and Commercial. Hilficker to the east of Commercial, is to be resurfaced and widened. Right-of-way along Hilficker is required, 38' added width west of Commercial and 15' added width east of Commercial. A bikepath is not presently proposed, although one could be incorporated at a later date.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. Grvl. ; Parking Unrestricted

Proposed: No. Lanes 2 ; Med. ____; Shldrs Curbed; Parking No Parking

Traffic: Existing Facility: Existing ADT 500 ; Projected ADT ______; Yr. 1977

Existing Level of Service A

Proposed Facility: Projected ADT 4,000 ; Yr. 1978

Projected Level of Service B*

*Assumes signalized intersection and 4 lanes on Commercial Street.

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.24; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

SATS Project, listed as No. 1 priority as Off-Systems Roads Project.

FHWA and/or OSHD approvals given, if any:

No formal approval given, although the general purpose and scope of the project has been agreed to by OSHD.

Location or Design Alternatives (identify and describe):

Improve the intersection of Sunnyside at Commercial. This project was not considered feasible due to the congestion resulting on Commercial Street due to inadequate signal spacing.

Other Descriptive Information or Comments:

Hilficker both east and west of Commercial is built on a 15' right-of-way. The surface is an extremely deteriorated rough oil mat surface.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

Hilficker Road is a very narrow, rough, oil mat surfaced street sloping at a slight grade upward to Commercial Street from both the east and west. The area is not subject to flooding (see SATS overview study, July 1976).

The soil of this area is classified as Jory silty clay loam (JoB). Permeability is moderately slow. This is not subject to erosion in slopes of 2% to 7%.

There is no known wildlife other then birds, squirrels, and other small animals common to the inhabited protions of Salem.

The area around the intersection is developed as commercial property.

#### 2. Cultural:

The area surrounding the intersection is zoned CR (Commercial Retail).

Except during night time hours, traffic is ever present on Commercial Street and especially during morning and evening peak hours. The 1976 SATS Planning Overview on transportation noise analysis shows the decibel level to be greater than 75 dBA $L_{10}$ for Commercial Street and between 71 and 75 dBA $L_{10}$ for Sunnyside Road.

Overhead and underground utilities exist along both streets (city water and sewer, Portland General Electric, Pacific Northwest Bell and Northwest Natural Gas). A storm drain catch basin is installed at the southwest corner of Hilficker at Commercial.

The 1976 SATS Planning Overview on carbon monoxide concentrations indicates a level of 3.5 mg/m$^3$.

There are no known historic sites in the immediate area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way will be required. An additional 38 ft. is required for Hilficker west of Commercial and 15 ft. east of Commercial. No structures will be affected by the improvement. The acquisition west of Commercial Street may reduce the display lot area for DeLon car dealership on the south side of Hilficker.

2. Estimated Impact on Traffic Patterns:

The improvement is expected to generate more traffic on Hilficker by encouraging traffic to divert from the existing Sunnyside/Commercial intersection. When the intersection of Commercial at Hilficker is signalized, all entering traffic to Commercial Street northbound will be diverted to this intersection.

Consequences--Air Quality, Noise, Safety, etc.:

Noise along Hilficker will increase but will affect no residential dwellings. The safety of the Commercial Street intersection should increase with the improvement. Signalization will provide the best inducement to safety.

3. Estimated Impact on Land Use:

No change is expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

There are no wetlands involved in this project.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

N/A

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Traffic impact -- low

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Does not affect air quality

b. Noise Standards

Noise is not expected to increase to a great degree. The major streets already exhibit over 71 dBA $L_{10}$ noise level which is consistent with allowed FHWA noise standards on commercial property. A noise study report is required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

This conforms to the Salem Area Transportation Plan and land use. This does not affect existing zoning.

---

C. Recommended Type of Action and Documentation:

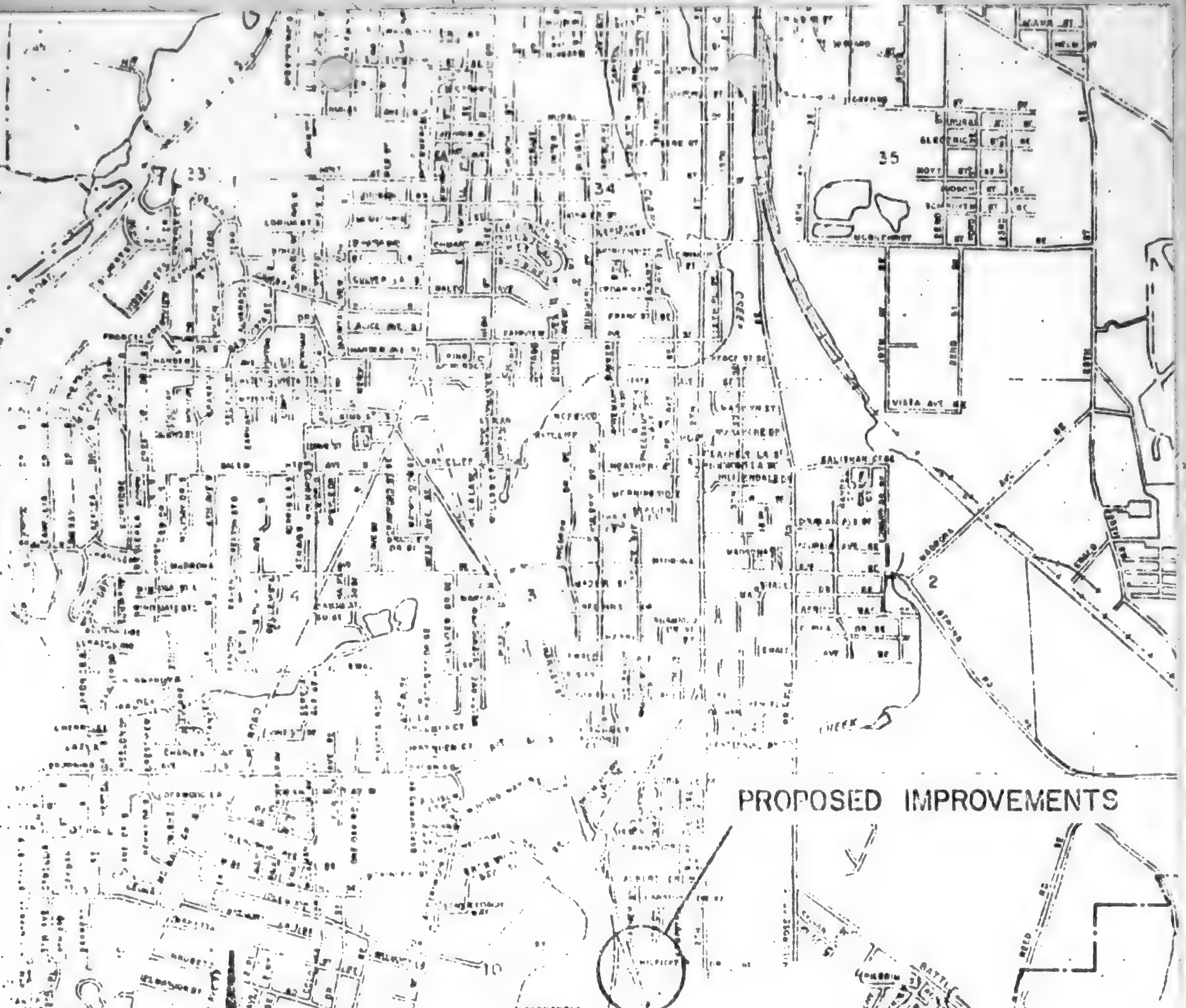
| -------------MAJOR ACTION------------ | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | XX ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10 (3) projects of this type are ordinarily considered to be non-major actions.

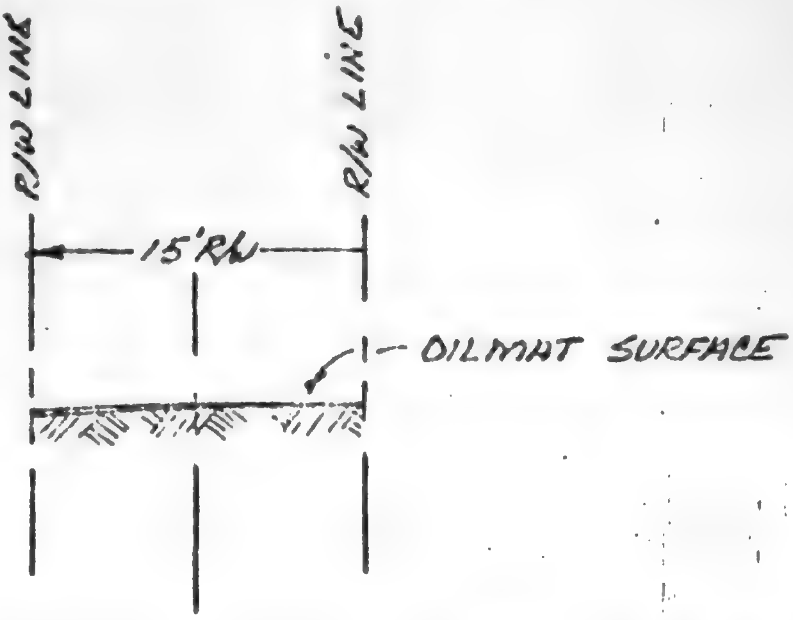
---

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

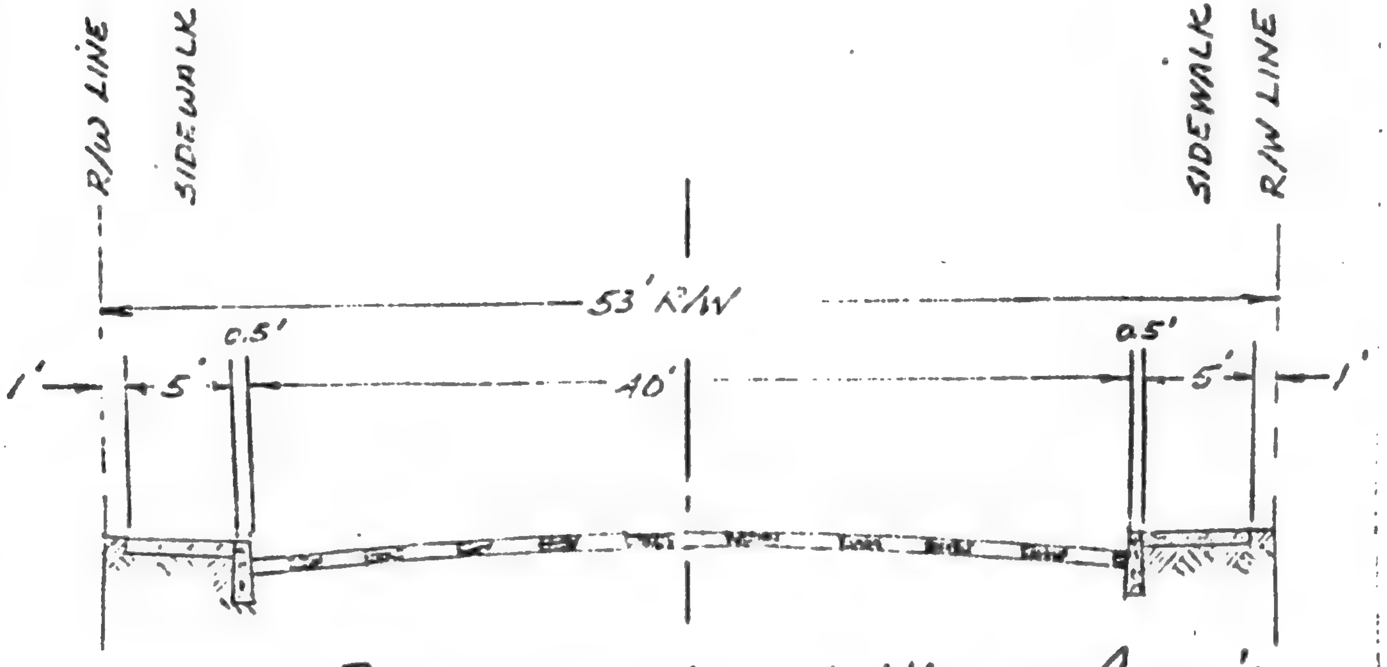

33
34
35
VISTA AVE SE
2
3
PROPOSED IMPROVEMENTS
10
PRINGLE
BOONE
CREEK
AVE SE
N
14
16
5

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

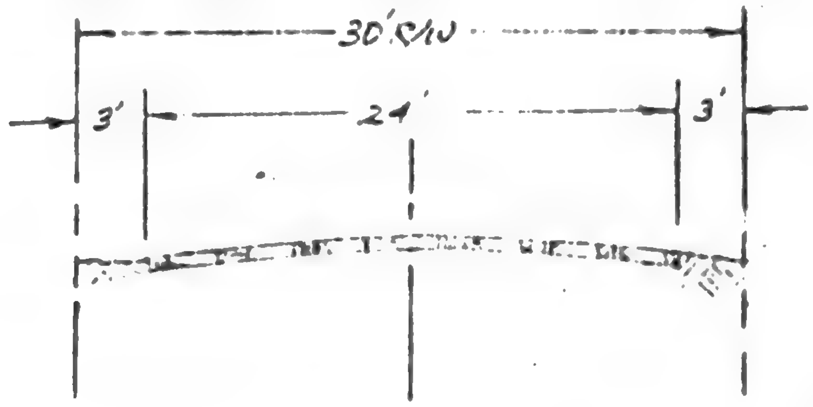
# EXISTING & PROPOSED X SECTIONS
## HILFICKER Dr. S.E.


R/W LINE
R/W LINE
15' R/W
OILMAT SURFACE

EXISTING X-SECTION - EAST & WEST OF COMM'L


R/W LINE
SIDEWALK
SIDEWALK
R/W LINE
53' R/W
0.5'
0.5'
1'
5'
40'
5'
1'

PROPOSED X-SECTION WEST OF COMM'L



PROPOSED X-SECTION EAST OF COMM'L

9343

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Sunnyside Road-Commercial Street (Salem)

Date February 23, 1978

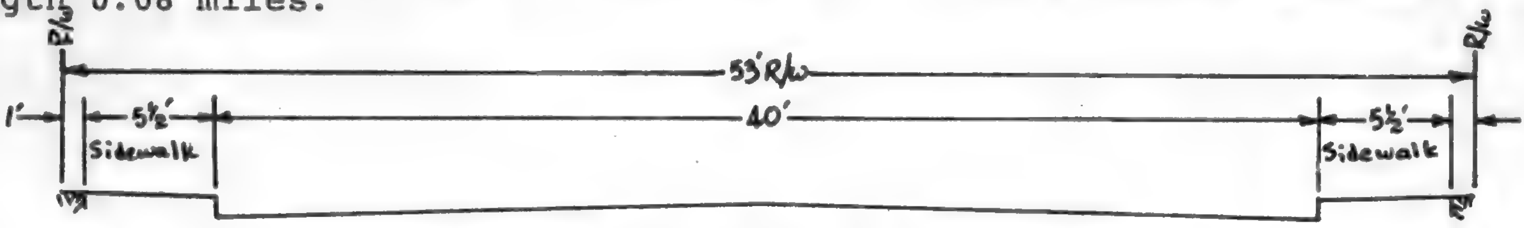
Highway Hilficker Road (City Street)

Authorization No. 1

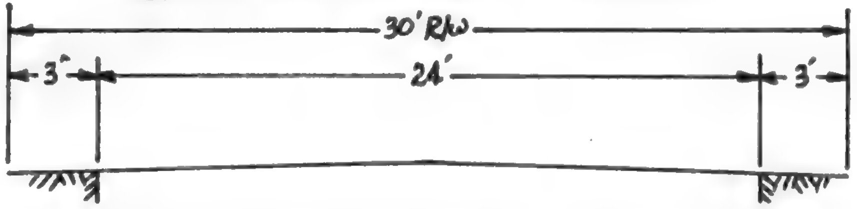
County Marion

Survey Prefix ............ (Assigned by Salem office)

Description of termini, route, length, etc.: Westerly terminus is Sunnyside Road. Easterly terminus is 140 feet East of Commercial St.. Route follows existing road. Length 0.08 miles.



Typical Section West of Comm'l.



Typical Section East of Comm'l.

Purpose of survey:

To prepare plans, specifications and cost estimate for grading, paving, curb and walk construction.
This is an Off-System Project.

Estimate of cost:

---

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $............

Previous authorization . . . . . . . . ............

Additional authorization requested . . . . ............

Additional authorization approved (Salem) . ............

Total all authorizations approved (Salem) . . ............

---

Requests made by:

Richard E. Nelson, Field Engineer

Recommended for Approval:

L. O. Fredrickson, Regional Engineer

Recommended for Approval:

............ Location Engineer

Approved:

............ Assistant State Highway Engineer

SP*23604-734

9343

# LOCATION PROSPECTUS

Sunnyside Rd.-Commercial St. (Salem) Section
Hilficker Road (City Street)
Marion County

February 23, 1978

Highway: Hilficker Road, City Street.

Termini: The westerly terminus is Sunnyside Road, S.E.. The easterly terminus is 140 feet East of Commercial Street, S.E..

Length: 480 feet, 0.08 mile.

Narrative: Purpose of the survey is to prepare plans, specifications and cost estimate for improving Hilficker Road. Work will include grading, paving and construction of curbs and walks. Route is the existing street.

Soils investigation will be required for surfacing design. No special drainage problems are anticipated.

No airports will be affected.

City of Salem has requested this job as an Off-System Project.

Characteristics:
Present ADT is estimated at 500 vehicles per day. Projected traffic (upon completion) is 4,000 vehicles per day. No change in rise and fall, horizontal or vertical alignment is proposed.

Standards: No deviation from AASHO standards is anticipated.

Typical Section:
Existing roadway is 15' oil mat.

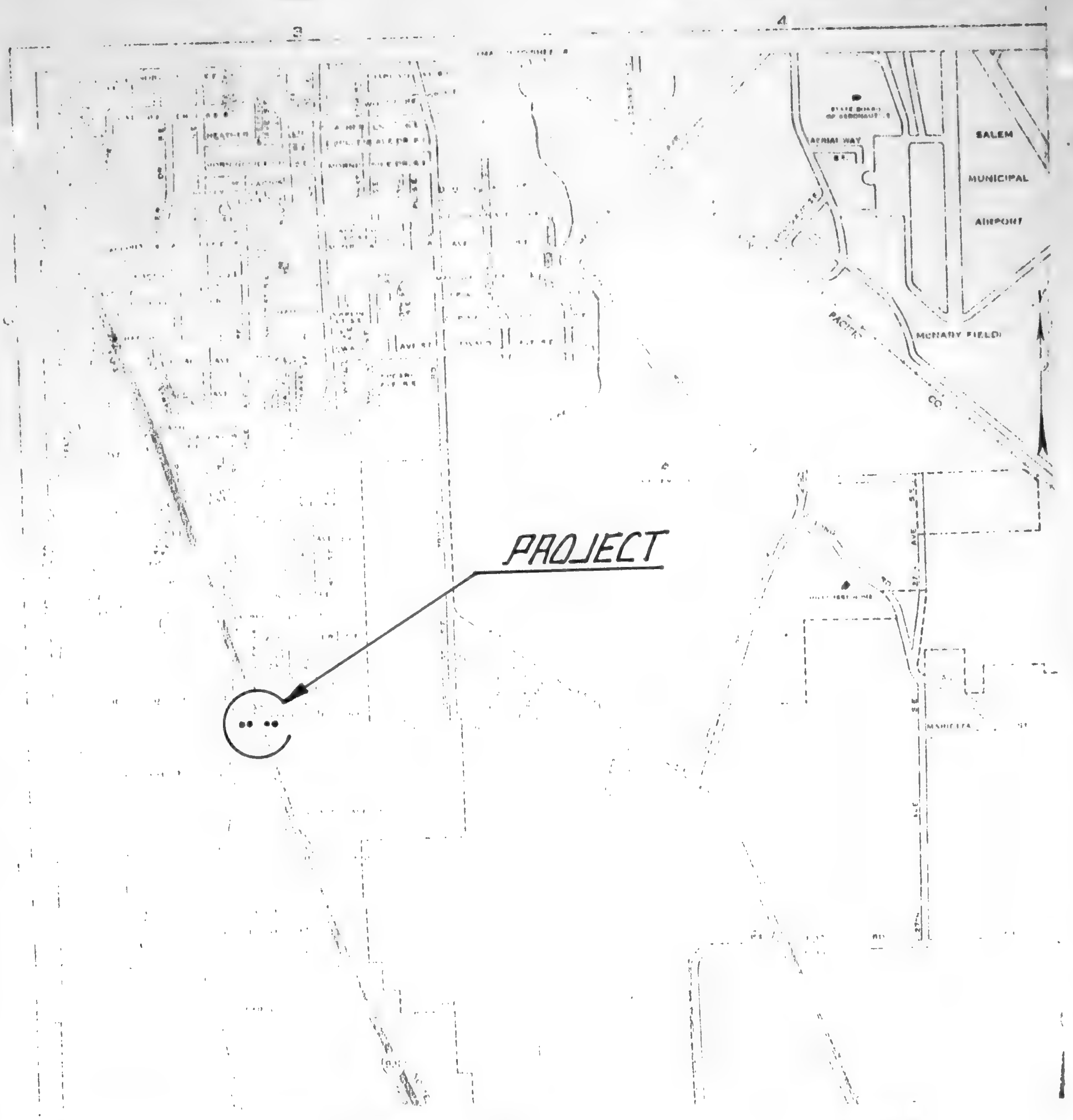
Proposed:
West of Commercial: 40 foot paved street, with curbs and 5 foot walks each side.
East of Commercial: 24 foot paved with 3 foot shoulder each side.

Bridge: None

Access: City jurisdiction, no change is anticipated.

Surfacing: To be determined during the survey.

| | |
|---|---|
| Material: | Surfacing materials are available from local commercial sources. |
| Additional Facilities: | This project will provide a new connection to Commercial Street for traffic on Sunnyside Road. This change of traffic pattern will provide sufficient signal spacing on Commercial St. to allow future signal installation at Hilficker.<br>No problems with utilities are anticipated. |
| Agreements: | Agreement with City of Salem will be required. Citizen Involvement, Environmental and Public Hearing aspects will be responsibility of Salem. City will do preliminary and construction engineering. |
| Right of Way: | Additional right of way will be required. City of Salem will negotiate and purchase. |


3
4
STATE BOARD OF AERONAUTICS
AERIAL WAY
SALEM
MUNICIPAL
AIRPORT
PACIFIC
CO
MCNARY FIELD
PROJECT
MARIETTA

Sunnyside Road-Commercial Street (Salem)
Hilficker Road (City Street)
Marion County
February 23, 1978

PROSPECTUS MAP

SALEM
POLK-MARION CO., OREGON
4

.9343

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
February 23, 1978
Salem, Oregon

FILE: LEG 7-4-7
Marion Co.

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Safer Off-System Roads Project
Sunnyside Road-Commercial
Street (Salem) Section
Hilficker Road
Salem Urban Area

Attached are the following documents for subject project:

Project Request
Project Environmental Assessment (info copy)
Authority for Survey - RETURNED TO REGION FOR SIGNATURE - 3-1-78 z
Location Prospectus
Prospectus Map
Estimate of Region Costs

TO TERPIN 3-9-78 z

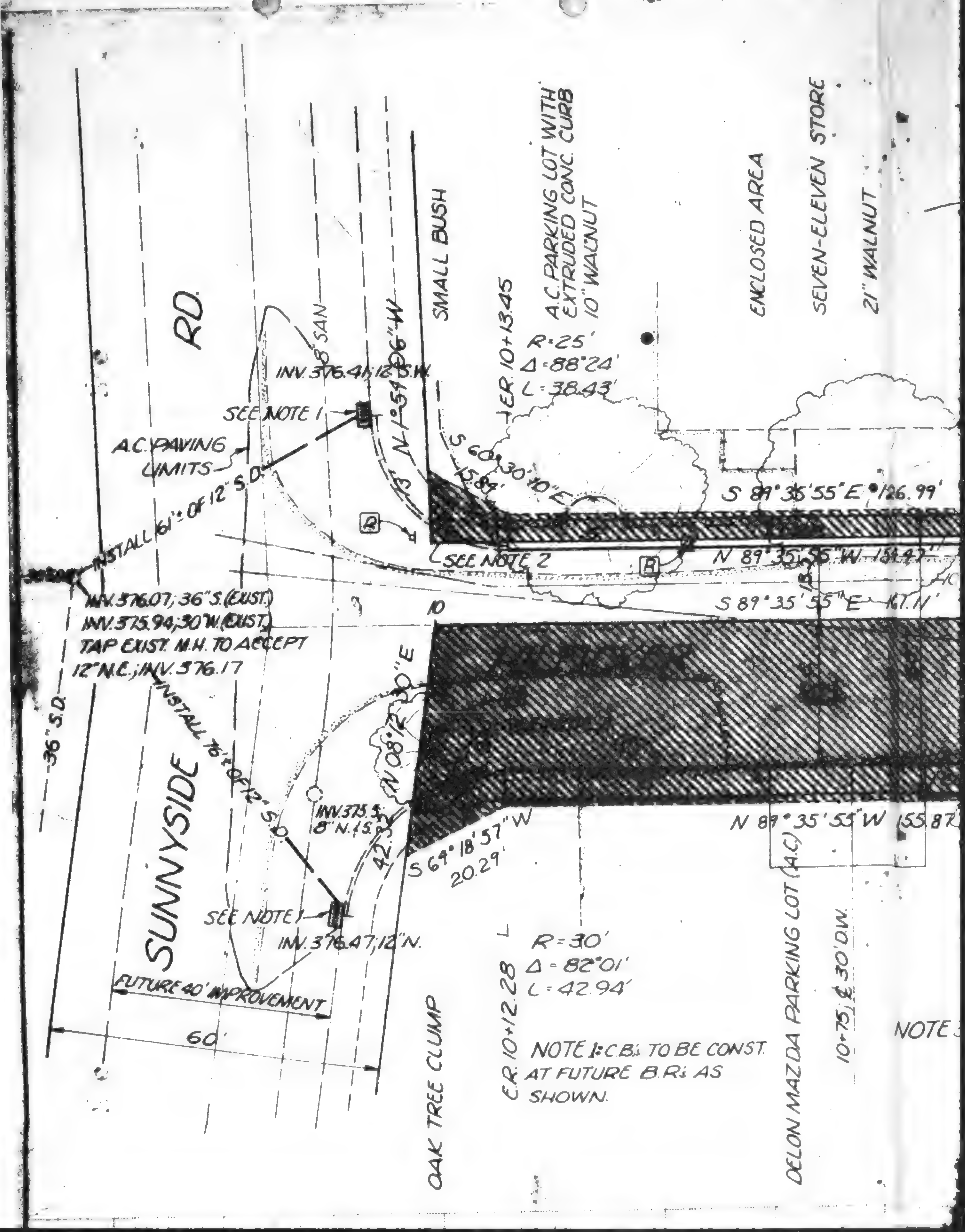
The project appears on the SATS TIP as project numbers 604 and 605 and is recommended by Region Office.

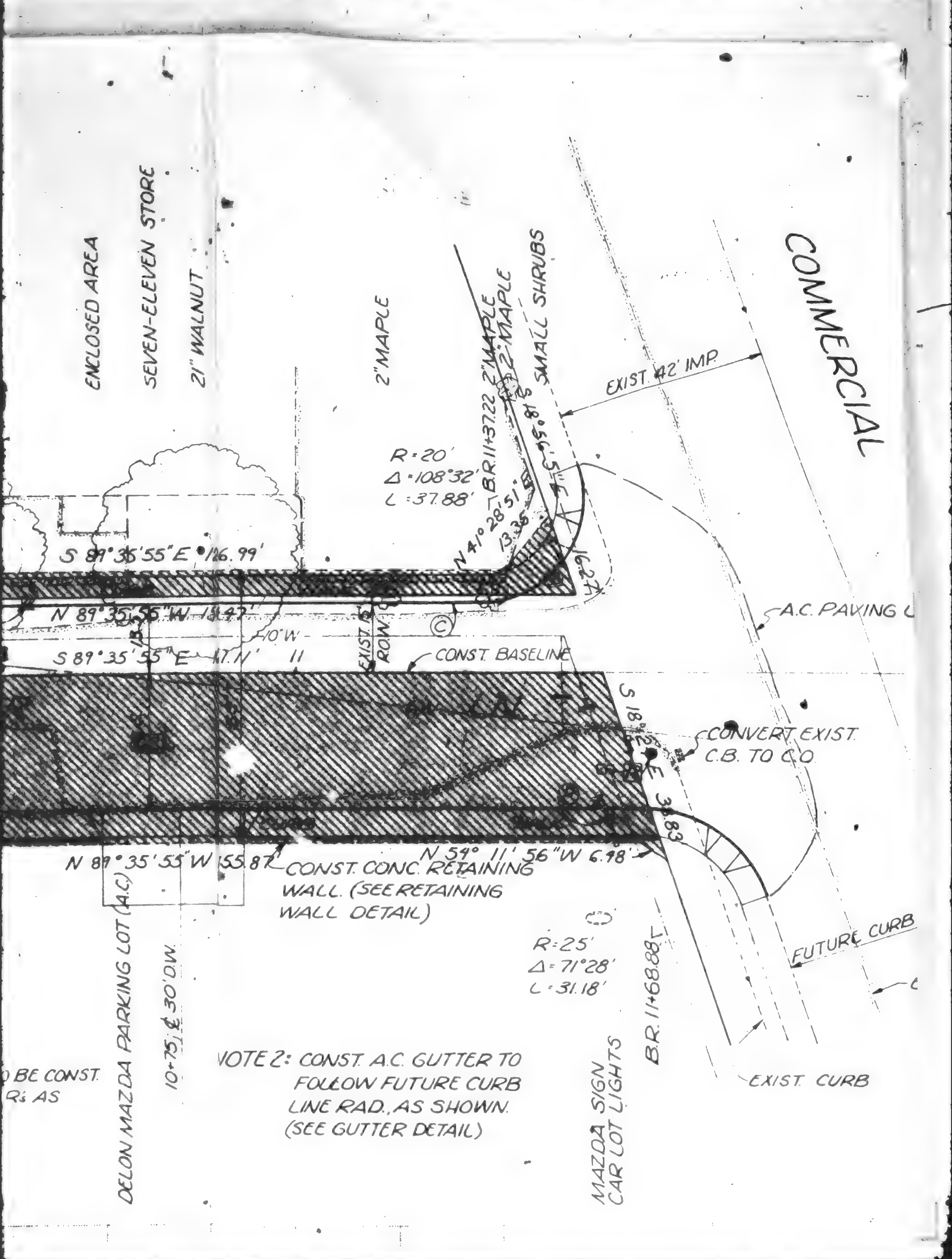
Please forward the documents through normal channels for approval.

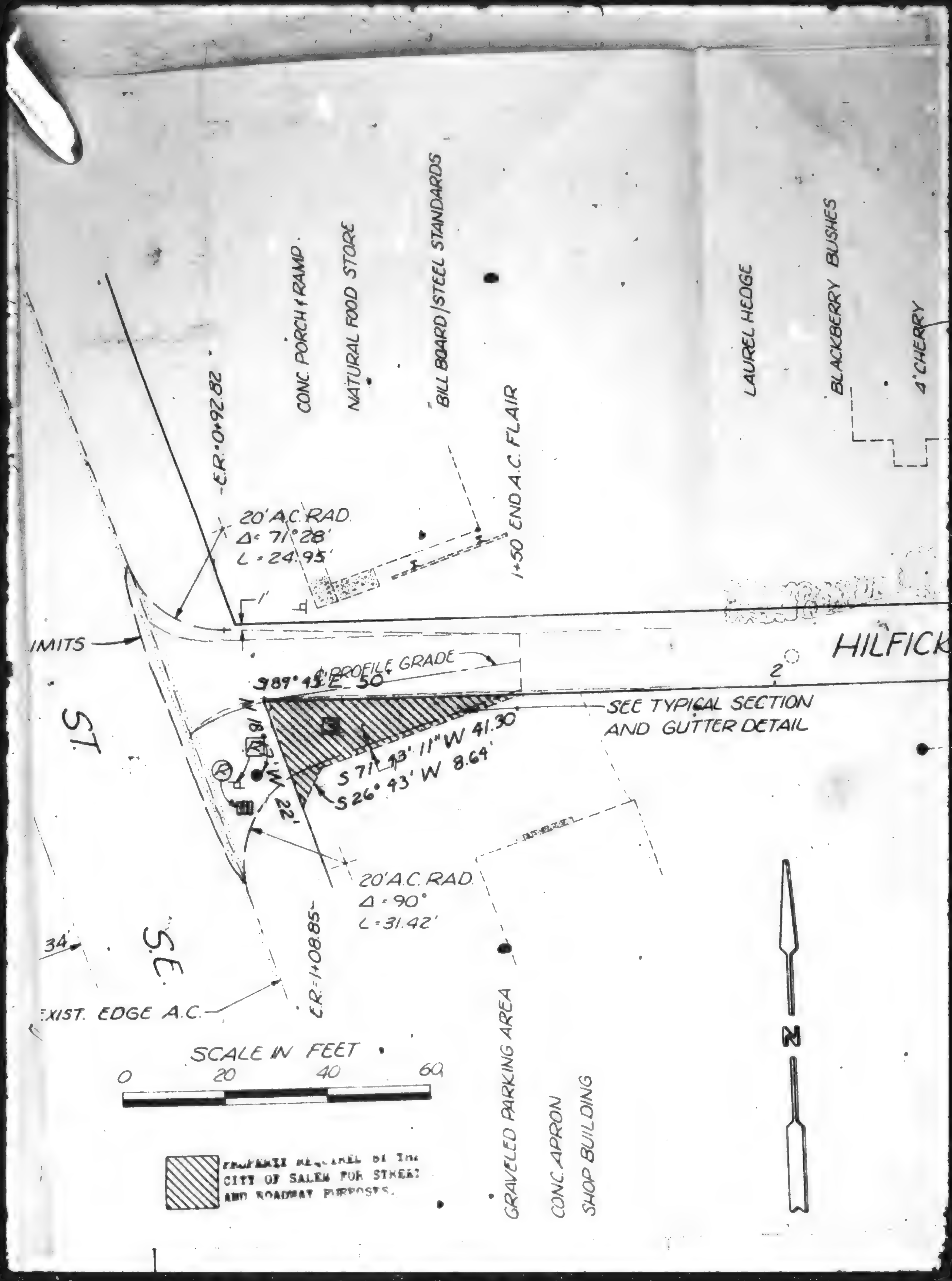
POS/dea
Attach.

3-1-78
Project request to Stoudenmeyer for review z
Returned by Stoudenmeyer OK. z

PROJECT MANAGEMENT
P E ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPE ☐
FEB 24 1978
TAA Jekner PM FA
LG OP


SUNNYSIDE
RD.
36" S.D.
SMALL BUSH
A.C. PARKING LOT WITH EXTRUDED CONC. CURB
10" WALNUT
ENCLOSED AREA
SEVEN-ELEVEN STORE
21" WALNUT
8" SAN
INV. 376.41; 12" S.W.
N 1°51'06" W
SEE NOTE 1
A.C. PAVING LIMITS
INSTALL 61'± OF 12" S.D.
R
E.R. 10+13.45
R=25'
Δ=88°24'
L=38.43'
S 60°30'10" E
15.84'
S 89°35'55" E 126.99'
N 89°35'55" W 154.47'
SEE NOTE 2
R
S 89°35'55" E
10
INV. 376.07; 36" S. (EXIST.)
INV. 375.94; 30" W. (EXIST.)
TAP EXIST. M.H. TO ACCEPT
12" N.E.; INV. 376.17
INSTALL 76'± OF 12" S.D.
N 08°12'30" E
INV. 375.5
18" N. & S.W.
42.3'
S 64°18'57" W
20.29'
N 89°35'55" W 155.87'
SEE NOTE 1
INV. 376.47; 12" N.
FUTURE 40' IMPROVEMENT
60'
OAK TREE CLUMP
E.R. 10+12.28
R=30'
Δ=82°01'
L=42.94'
NOTE 1: C.B.'s TO BE CONST. AT FUTURE B.R.'s AS SHOWN.
DELON MAZDA PARKING LOT (A.C.)
10+75; ℄ 30' D.W.
NOTE 3


ENCLOSED AREA
SEVEN-ELEVEN STORE
21" WALNUT
2" MAPLE
B.R. 11+37.22 2" MAPLE
2" MAPLE
SMALL SHRUBS
COMMERCIAL
EXIST. 42' IMP.
R=20'
Δ=108°32'
L=37.88'
N 41°28'51" E
13.35
16.27
S 89°35'55" E 126.99'
N 89°35'55" W 19.47'
S 89°35'55" E
10' W
11
EXIST. R/W
CONST. BASELINE
A.C. PAVING
S 18°25' E 33.83
CONVERT EXIST. C.B. TO C.O.
N 89°35'55" W 155.87'
N 54° 11' 56" W 6.98'
CONST. CONC. RETAINING WALL. (SEE RETAINING WALL DETAIL)
R=25'
Δ=71°28'
L=31.18'
B.R. 11+68.88
FUTURE CURB
EXIST. CURB
NOTE 2: CONST. A.C. GUTTER TO FOLLOW FUTURE CURB LINE RAD., AS SHOWN. (SEE GUTTER DETAIL)
DELON MAZDA PARKING LOT (A.C.)
10+75; ℄ 30' D.W.
MAZDA SIGN
CAR LOT LIGHTS
BE CONST.
R; AS

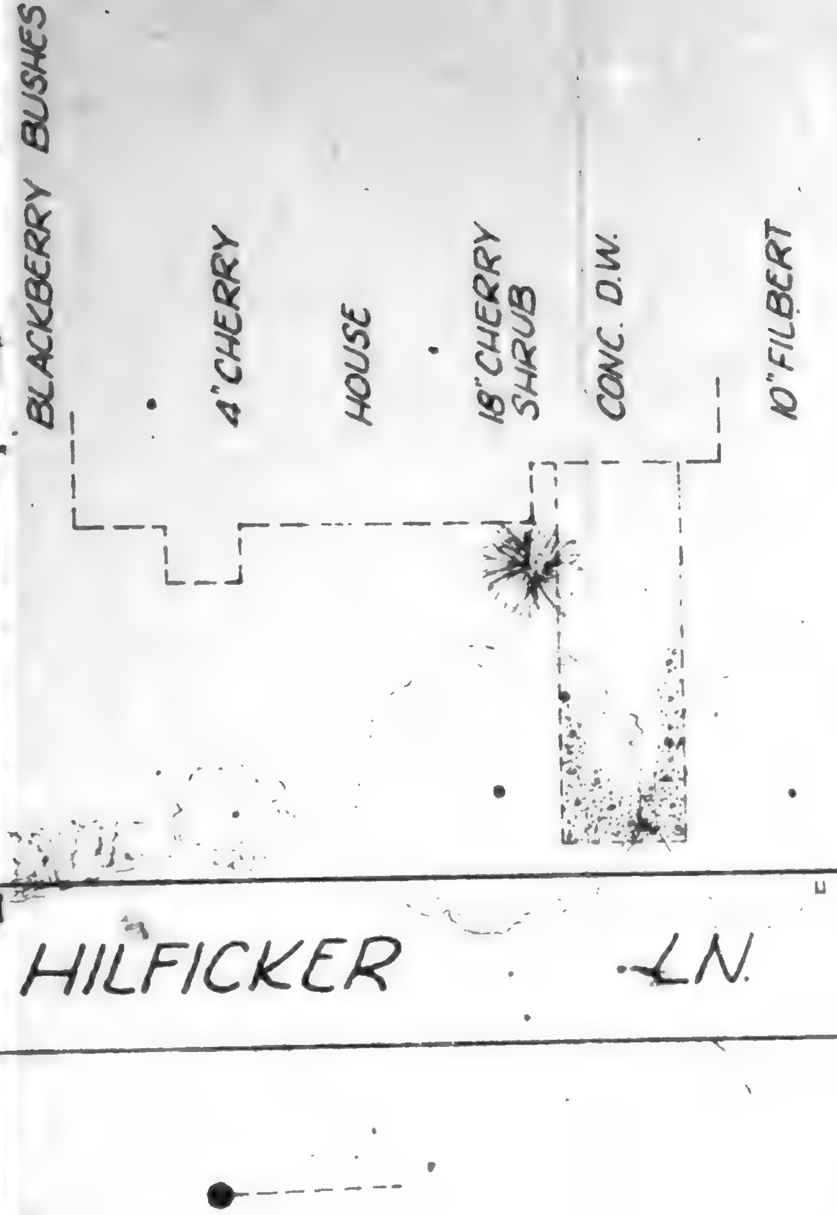


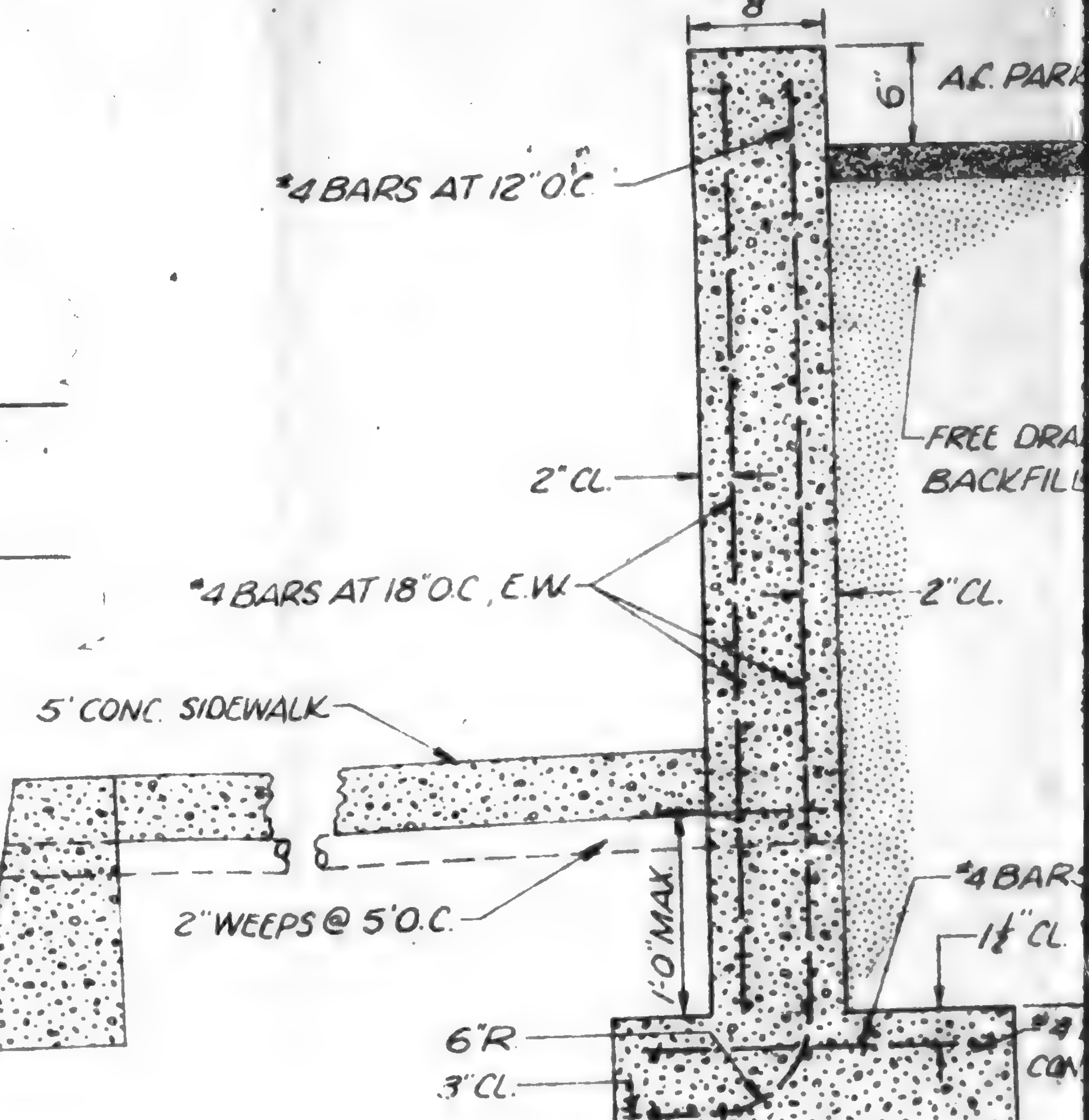
CONC. PORCH & RAMP
NATURAL FOOD STORE
BILL BOARD / STEEL STANDARDS
LAUREL HEDGE
BLACKBERRY BUSHES
4" CHERRY
-E.R.=0+92.82
20' A.C. RAD.
Δ= 71°28'
L = 24.95'
1+50 END A.C. FLAIR
1'
IMITS
HILFICK
℄ PROFILE GRADE
S89° 43' E 50
2
SEE TYPICAL SECTION
AND GUTTER DETAIL
ST.
N 18° W
S 71° 43' 11" W 41.30
S 26° 43' W 8.64'
22'
20' A.C. RAD.
Δ = 90°
L = 31.42'
34'
S.E.
E.R.=1+08.85-
EXIST. EDGE A.C.
SCALE IN FEET
0
20
40
60
GRAVELED PARKING AREA
CONC. APRON
SHOP BUILDING
N
▨ PROPERTY REQUIRED BY THE CITY OF SALEM FOR STREET AND ROADWAY PURPOSES.

HILFICKER LN. S.E.: SUNNYSIDE RD. TO 140
CITY STREET
MARION COUNTY

| FED. ROAD DIVISION | STATE | PROJECT NUMBER |
|---|---|---|
| 10 | OREGON | |

FOR R.O.W PURPOSES ONL


BLACKBERRY BUSHES
4" CHERRY
HOUSE
18" CHERRY SHRUB
CONC. D.W.
10" FILBERT
HILFICKER LN.


8"
6"
A.C. PARK
#4 BARS AT 12" O.C.
FREE DRA
BACKFILL
2" CL.
#4 BARS AT 18" O.C., E.W.
2" CL.
5' CONC. SIDEWALK
2" WEEPS @ 5' O.C.
1'-0" MAX.
#4 BARS
1½" CL.
6" R
3" CL.
CON
6"
8"
10"

RETAINING WALL DETAIL
NO SCALE

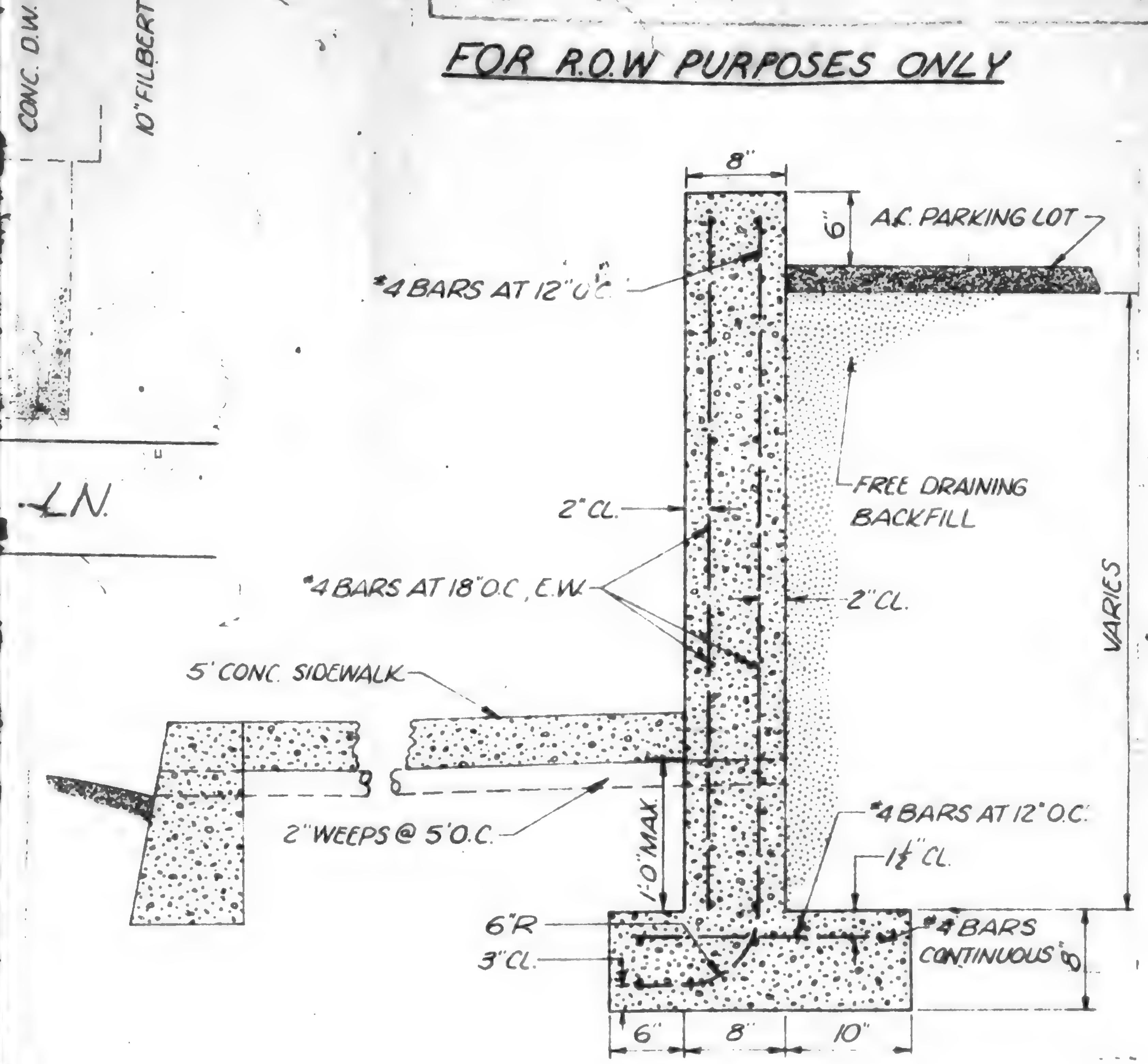
HILFICKER LN. S.E.: SUNNYSIDE RD. TO 140FT. EAST
CITY STREET
MARION COUNTY

SHEET NO.

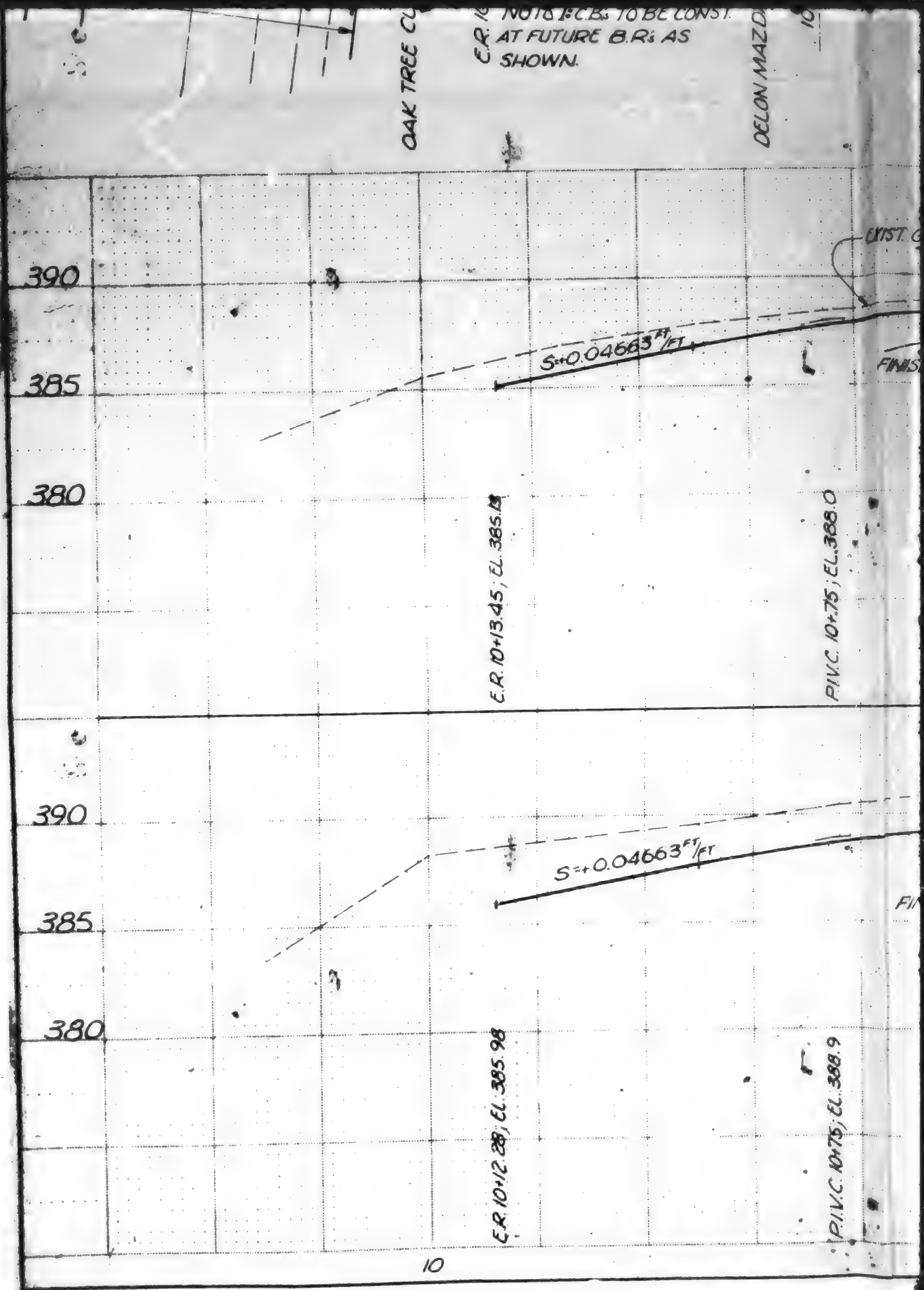
FED. ROAD DIV. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS

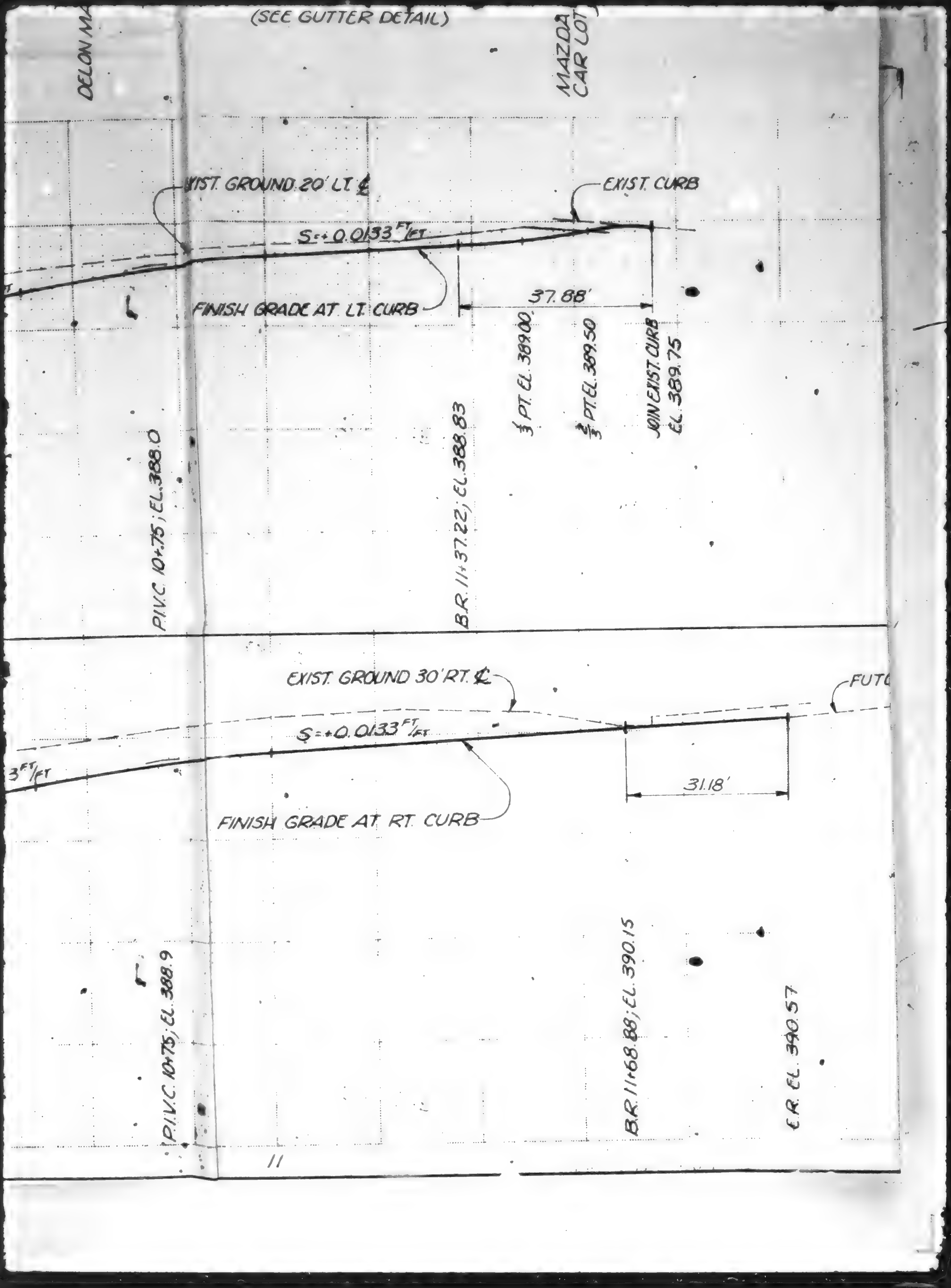
10 | OREGON

FOR R.O.W PURPOSES ONLY

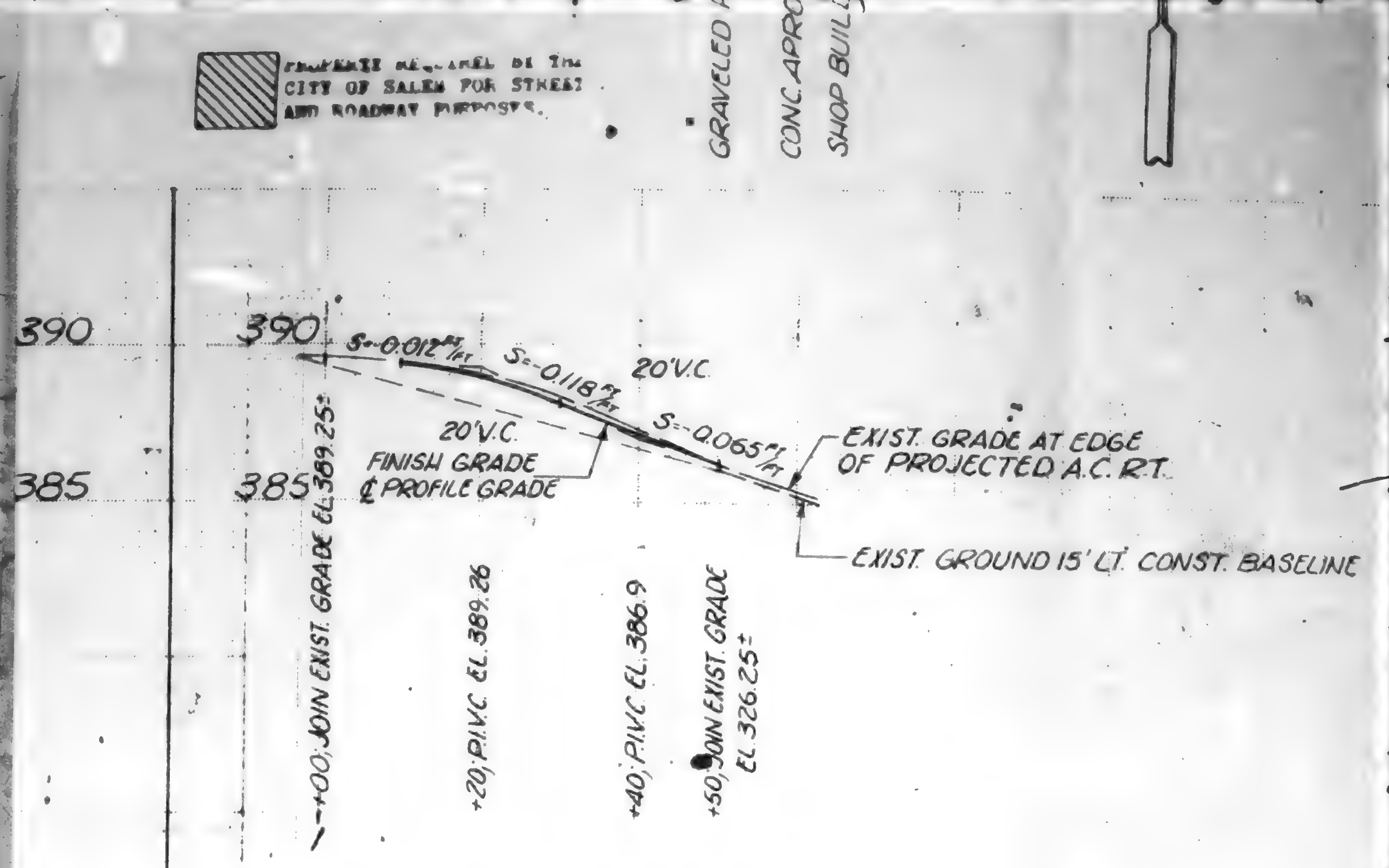

CONC. D.W.
10" FILBERT
LN.
8"
6"
A.C. PARKING LOT
#4 BARS AT 12" O.C.
FREE DRAINING BACKFILL
2" CL.
#4 BARS AT 18" O.C., E.W.
2" CL.
VARIES
5' CONC. SIDEWALK
2" WEEPS @ 5' O.C.
1'-0" MAX.
#4 BARS AT 12" O.C.
1½" CL.
6"R
3" CL.
#4 BARS CONTINUOUS
8"
6"
8"
10"

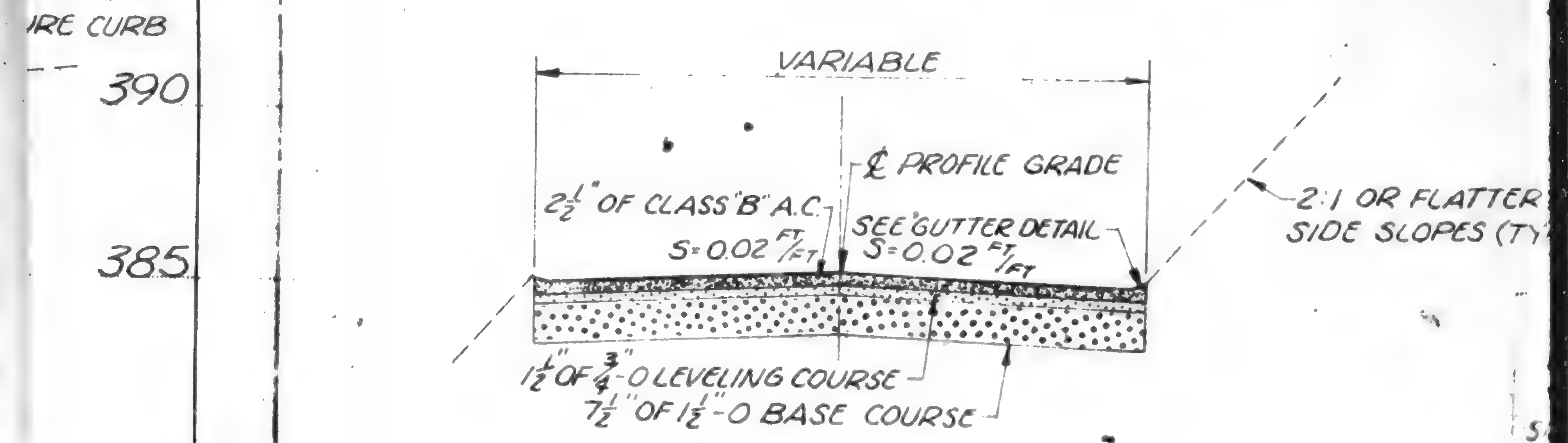
RETAINING WALL DETAIL
NO SCALE


NOTE 1: C.B.s TO BE CONST. AT FUTURE B.R.s AS SHOWN.
OAK TREE C
E.R. 1
DELON MAZD
10
EXIST. G
390
385
380
S=+0.04663 FT/FT
FINIS
E.R. 10+13.45; EL. 385.13
P.I.V.C. 10+75; EL. 388.0
390
385
380
S=+0.04663 FT/FT
FI
E.R. 10+12.28; EL. 385.98
P.I.V.C. 10+75; EL. 388.9
10


(SEE GUTTER DETAIL)
DELON M
MAZDA CAR LOT
EXIST. GROUND 20' LT. ℄
EXIST. CURB
S=+0.0133 FT/FT
FINISH GRADE AT LT. CURB
37.88'
⅓ PT. EL. 389.00
⅔ PT. EL. 389.50
JOIN EXIST. CURB EL. 389.75
P.I.V.C. 10+75; EL. 388.0
B.R. 11+37.22; EL. 388.83
EXIST. GROUND 30' RT. ℄
FUT
S=+0.0133 FT/FT
3 FT/FT
31.18'
FINISH GRADE AT RT. CURB
P.I.V.C. 10+75; EL. 388.9
B.R. 11+68.88; EL. 390.15
E.R. EL. 390.57
11

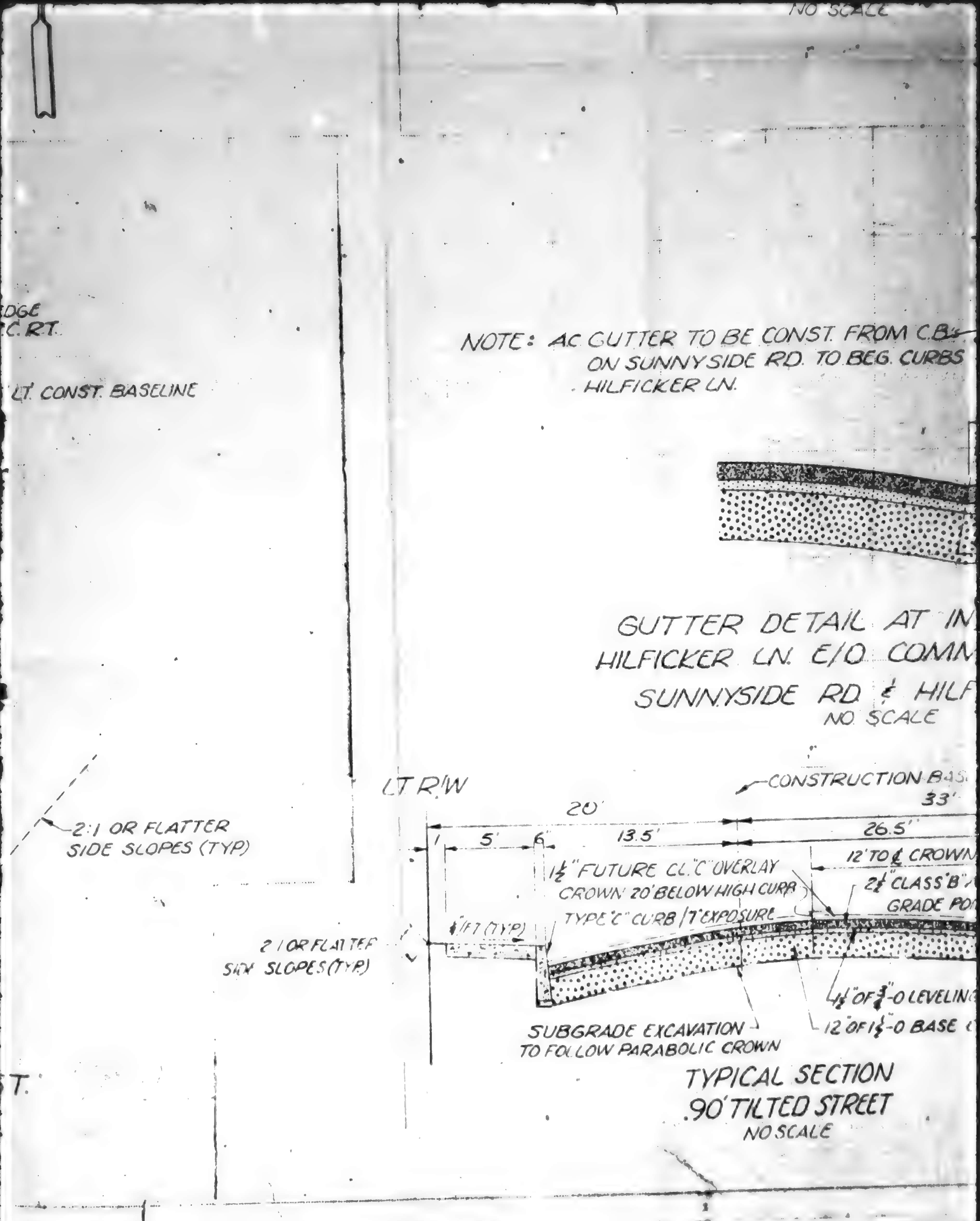
▨ PROPERTY REQUIRED BY THE CITY OF SALEM FOR STREET AND ROADWAY PURPOSES.


GRAVELED
CONC. APPRO
SHOP BUIL
390
385
390
385
S=-0.012 FT/FT
S=-0.118 FT/FT
20' V.C.
S=-0.065 FT/FT
20' V.C.
FINISH GRADE
℄ PROFILE GRADE
EXIST. GRADE AT EDGE OF PROJECTED A.C. RT.
EXIST. GROUND 15' LT. CONST. BASELINE
+00; JOIN EXIST. GRADE EL. 389.25±
+20; P.I.V.C EL. 389.26
+40; P.I.V.C EL. 386.9
+50; JOIN EXIST. GRADE EL. 326.25±


RE CURB
390
385
VARIABLE
℄ PROFILE GRADE
2½" OF CLASS "B" A.C.
S=0.02 FT/FT
SEE GUTTER DETAIL
S=0.02 FT/FT
2:1 OR FLATTER SIDE SLOPES (TY
1½" OF ¾"-0 LEVELING COURSE
7½" OF 1½"-0 BASE COURSE

TYPICAL SECTION
HILFICKER LN. E/O COMMERCIAL ST.
NO SCALE

NOTE: AC GUTTER TO BE CONST. FROM C.B's
ON SUNNYSIDE RD. TO BEG. CURBS
HILFICKER LN.

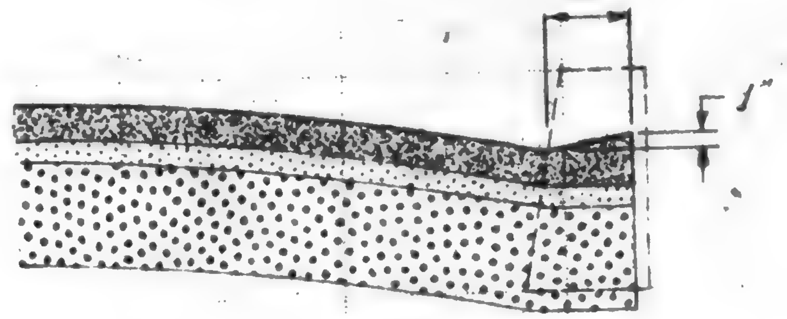

EDGE
C. RT.
LT. CONST. BASELINE
2:1 OR FLATTER
SIDE SLOPES (TYP)
T.
LT R/W
CONSTRUCTION BAS
33'
20'
26.5'
1
5'
6
13.5'
12' TO ℄ CROWN
1½" FUTURE CL."C" OVERLAY
CROWN 20' BELOW HIGH CURB
TYPE "C" CURB / 7" EXPOSURE
2½" CLASS "B"
GRADE POI
¼"/FT (TYP)
2:1 OR FLATTER
SIDE SLOPES (TYP)
1½" OF ¾"-0 LEVELING
12" OF 1½"-0 BASE
SUBGRADE EXCAVATION
TO FOLLOW PARABOLIC CROWN

GUTTER DETAIL AT IN
HILFICKER LN. E/O COMM
SUNNYSIDE RD & HILF
NO SCALE

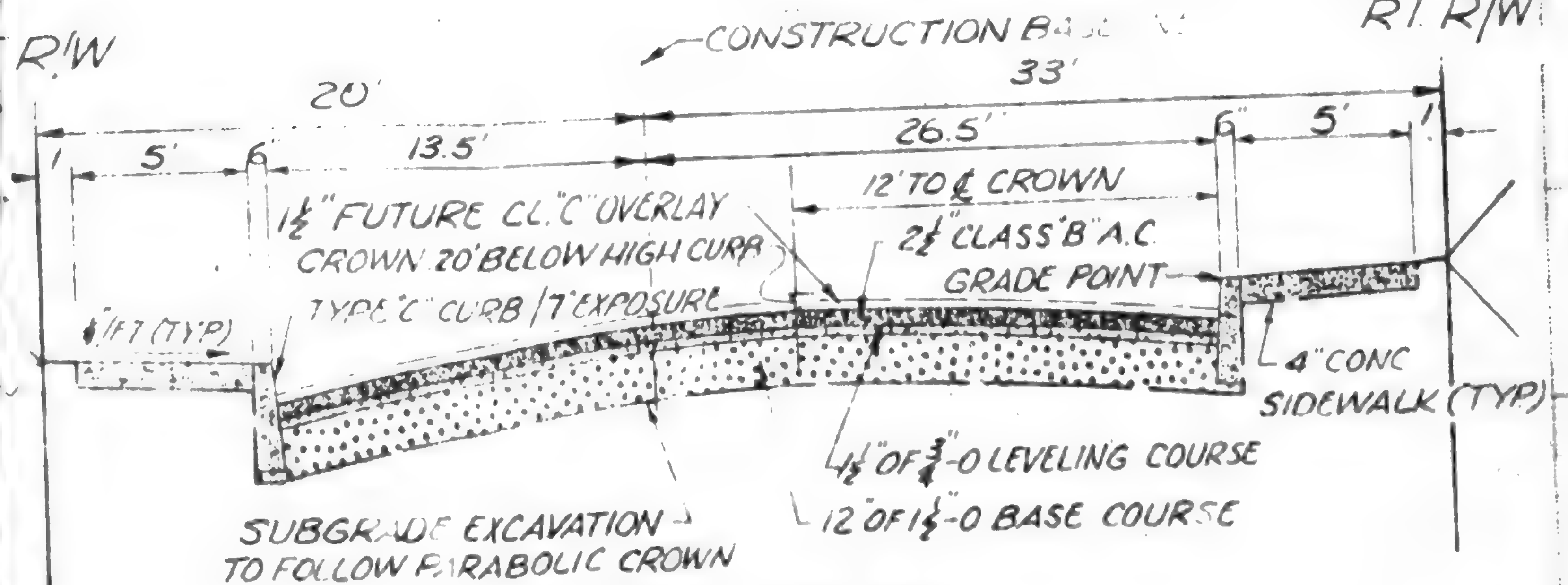
TYPICAL SECTION
.90' TILTED STREET
NO SCALE

NO SCALE

NOTE: A.C. GUTTER TO BE CONST. FROM C.B.'s ON SUNNYSIDE RD. TO BEG. CURBS HILFICKER LN.



GUTTER DETAIL AT INTERSECTIONS
HILFICKER LN. E/O COMMERCIAL ST.
SUNNYSIDE RD. & HILFICKER LN.
NO SCALE


R/W
CONSTRUCTION BASE
RT. R/W
20'
33'
1'
5'
6"
13.5'
26.5'
6"
5'
1'
12' TO ℄ CROWN
1½" FUTURE CL. "C" OVERLAY
CROWN .20' BELOW HIGH CURB
TYPE "C" CURB / 7" EXPOSURE
2½" CLASS "B" A.C.
GRADE POINT
¼"/FT (TYP)
4" CONC SIDEWALK (TYP)
1½" OF ¾"-0 LEVELING COURSE
12" OF 1½"-0 BASE COURSE
SUBGRADE EXCAVATION TO FOLLOW PARABOLIC CROWN

TYPICAL SECTION
.90' TILTED STREET
NO SCALE

9343

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

February 1, 1978

REGION 2 ENGINEER
RECEIVED
FEB 03 1978
☐ RLE ☐ RSE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE ☐ ULE ☐ GRO ☐ ZSO ☐ ENV ☐ RPE

Mr. Philip Stearns
Region II Federal-Aid Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

RE: Hilficker Road
Safer-Off-Systems Road Project

Dear Mr. Stearns:

Enclosed is the City of Salem's Federal Aid Project Request and Project Assessment for the improvement of Hilficker Road between Sunnyside Road and a point 140' east of Commercial Street.

Please submit this to the appropriate agencies for approval. Please contact us if you have any questions.

Sincerely,

Allan Dyke

S. DOUGLAS VAN DYKE
Traffic Administrator

LHG:skl

cc: B. T. Van Wormer, Util./P.W. Director
Ed Sigurdson, City Engineer
Frank Mauldin, Planning Dept.

Attachment

9343

PROJ. # 604 -605

# FEDERAL AID PROJECT REQUEST

Date JANUARY 23, 1978

Applicant Agency City of Salem

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No. ____ Route Name Hilficker Road

Project Name Street improvement, Hilficker Road

Project Length 420' Project Location (Attach sketch map)

Project Description Improve Hilficker Road between Commercial Street and Sunnyside Road to 40' curb to curb with sidewalks. Also widen and repave Hilficker Road east of Commercial to 24' wide from Commercial to a point 140' east.

Average Daily Traffic 500 (est.) Design Speed 25 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' - 20' Travel Lanes 2 Shoulders None

Medians None Parking Unrestricted

Sidewalks None

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders Curbed

Medians None Parking Unrestricted

Curbed Yes Length Curb Radii 25'

Sidewalk/Bikeway 5' sidewalks both sides

Remarks ____

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 15' Minimum 15' Maximum 15'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks Desired R/W to be 53' west of Commercial, 30' east of Commercial

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization: None proposed with this project.

Location

Type

Phases

Type of Suspension

Interconnected

Remarks A signal will be needed after this improvement is complete at the intersection of Commercial at Hilficker.

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

1000 Watt Luminaire at the southwest corners of Hilficker at Commercial and Hilficker at Sunnyside.

2. Proposed Illumination: None proposed

Location

Type

Remarks

## V. STRUCTURE DATA N/A

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure: N/A

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes________ No________

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Douglas Van Dyke, City of Salem
   Office
2. Environmental — Douglas Van Dyke, City of Salem
   Office
3. Public Hearing — Douglas Van Dyke, City of Salem
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State________ Consultant________

2. Project construction engineering to be performed by:

Applicant X  State __________ Consultant __________

3. Will applicant perform any work prior to or after award of contract?

Yes __________ No X

If "yes," describe briefly: __________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 28,000 |
| Right-of-way costs (if participating) | 25,000 |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other Contingencies | 2,000 |
| Preliminary engineering | 3,000 |
| PROJECT TOTAL | $ 58,000 |

Remarks __________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

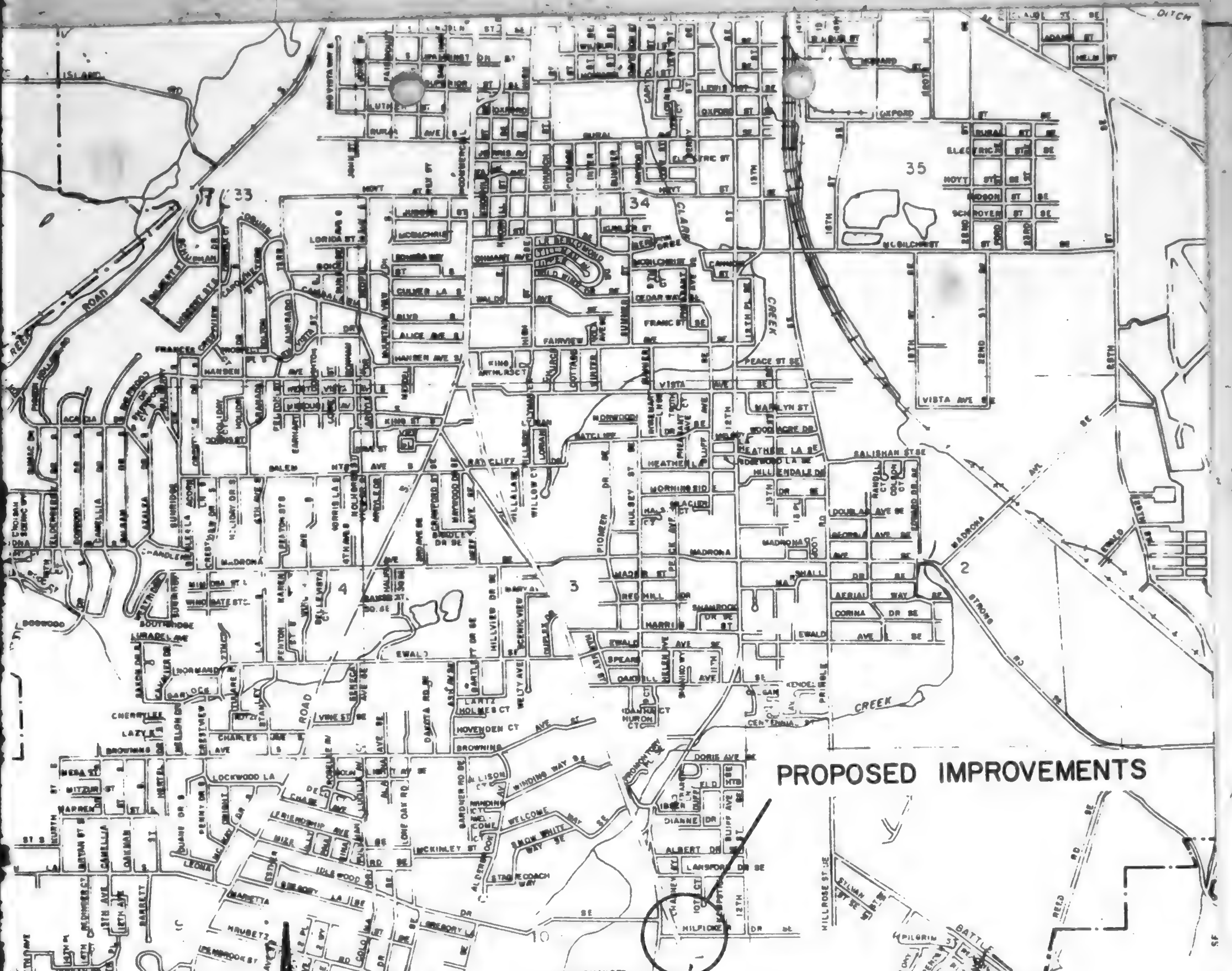
CITY OF SALEM and/or __________ COUNTY

By __________ Mayor  By __________

By __________ Recorder  By __________

By __________

(1976)

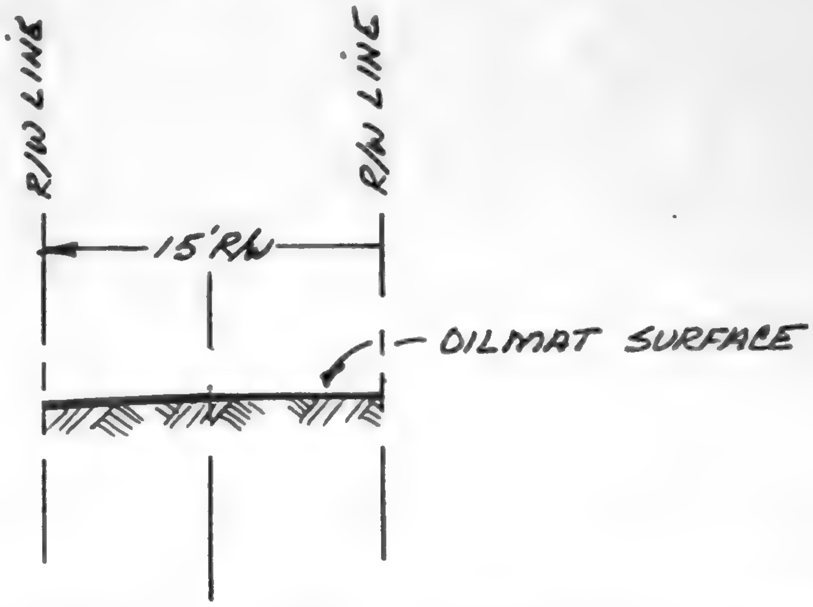

33
34
35
2
3
4
10
14
15
5
N
PEACE ST SE
VISTA AVE SE
MADRONA
BATTLE CREEK RD
REED RD
PRINGLE
WOODMANSEE CT
CROWLEY AVE
JUNTURA
BOONE
BARNES AVE SE
BAXTER RD SE
FABRY RD SE
HOLDER
MILDRED LA SE
LIBERTY
CREEK
ALBERT DR SE
LANSFORD DR SE
HILFIKER
DIANNE DR
DORIS AVE SE
HILLROSE ST SE
PILGRIM
MCKINLEY ST
GREGORY LA
KEVIN WAY SE
CHARLES
BROWNING
LOCKWOOD LA
HOYT
OXFORD
SALISHAN ST SE
ELECTRIC
CROSS
CANDALARIA BLVD
HANSEN AVE
KING ST
BOXWOOD LA SE
JOSEPH ST
27TH AVE
DITCH

PROPOSED IMPROVEMENTS

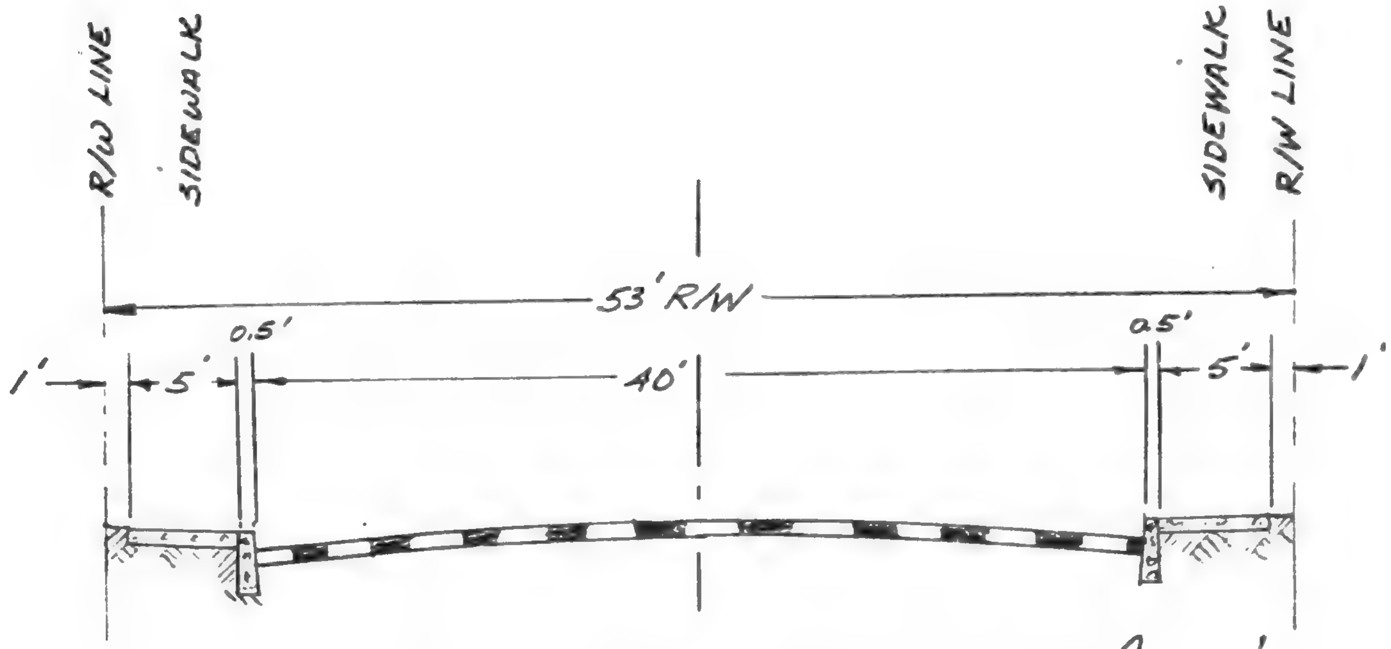
salem

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

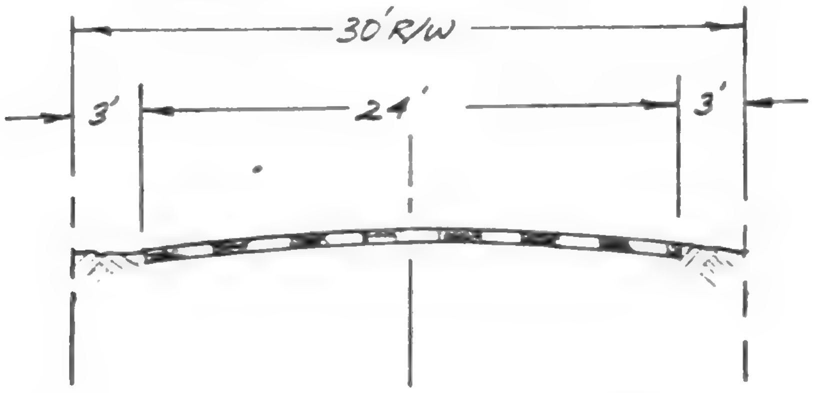
# EXISTING & PROPOSED X-SECTIONS
## HILFICKER Dr. S.E.


R/W LINE
R/W LINE
15' R/W
OILMAT SURFACE

EXISTING X-SECTION - EAST & WEST OF COMM'L


R/W LINE
SIDEWALK
SIDEWALK
R/W LINE
53' R/W
0.5'
0.5'
1'
5'
40'
5'
1'

PROPOSED X-SECTION WEST OF COMM'L



PROPOSED X-SECTION EAST OF COMM'L

9343

# OREGON STATE HIGHWAY DIVISI
## PROJECT ASSESSMENT
(Or Request)

## PART 1. GENERAL INFORMATION

A. Project Identification: Street Improvement - Hilficker Road

Date October 26, 1977

Section 120' East of Commercial to Sunnyside

Unit (if appl)

County Marion

City Salem

Highway

State Hwy. No.

Termini: M.P.(if appl)

Length 420'

Region II

Construction Estimate $40,000
Program Amount

---

B. Purpose of Project:

This project improves Hilficker Road from Sunnyside Road to a point 140' east of Commercial Street. This project will provide the major traffic connection between Sunnyside Road to Commercial Street, replacing the present Sunnyside connector to Commercial Street north of Idylwood Drive. In the future, the Hilficker/Commercial intersection will be signalized.

---

C. Origin & History of Project: In 1975 a meeting was held between the city and State of Oregon Traffic Engineering Division to resolve the traffic problems at the Sunnyside/Commercial St. intersection. It was decided the best solution for traffic signal progression along Commercial and access from Sunnyside Rd. would be a connection between Commercial and Sunnyside at Hilficker Rd. The connection when signalized would best fit the Commercial St. progression and provide better storage for traffic than the present Sunnyside connection. It was agreed all work done on Commercial would progress toward this goal. With the completion of this project and the future traffic signal, the Sunnyside Rd. connection at Commercial would become right-turn only. This project has been adopted into the SATS Plan and is their No. 1 Safer Off Systems Roads project.

---

D. General Description of Project:

This project constructs curbs, sidewalks and a new street surface 40' curb to curb on Hilficker between Sunnyside and Commercial. Hilficker to the east of Commercial, is to be resurfaced and widened. Right of way along Hilficker is required, 38' added width west of Commercial and 15' added width east of Commercial.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. Grvl.; Parking Unrestricted

Proposed: No. Lanes 2 ; Med. ____; Shldrs Curbed; Parking No parking

Traffic: Existing Facility: Existing ADT 500 ; Projected ADT ______; Yr. 1977

Existing Level of Service A

Proposed Facility: Projected ADT 4,000 ; Yr. 1978

Projected Level of Service B*

* Assumes signalized intersection and 4 lanes on Commercial Street

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 3
Yes, No

Acres 0.24 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

SATS Project, listed as No. 1 priority as Off-Systems Roads Project.

FHWA and/or OSHD approvals given, if any:

No formal approval GIVEN, although the general purpose and scope of the project has been agreed to by OSHD.

Location or Design Alternatives (identify and describe):

Improve the intersection of Sunnyside at Commercial. This project was not considered feasible due to the congestion resulting on Commercial Street due to inadequate signal spacing.

Other Descriptive Information or Comments:

Hilficker both east and west of Commercial is built on a 15' right-of-way. The surface is a very rough oil mat surface.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

Hilficker is a very narrow, rough, oil mat surfaced street sloping at a slight grade upward to Commercial St. from both the east and west. The area is not subject to flooding (see SATS overview study, July 1976).

The soil of this area is classified as Jory silty clay loam (JoB). Permeability is moderately slow. This is not subject to erosion in slopes of 2% to 7%.

There is no known wild life other then birds, squirrels, and other small animals common to the inhabited portions of Salem.

The area around the intersection is developed as commercial property.

2. Cultural:

The area surrounding the intersection is zoned CR (Commercial Retail).

Except during night time hours, traffic is ever present on Commercial Street and especially during morning and evening peak hours. The 1976 SATS Planning Overview on transportation noise analysis shows the decibel level to be greater than 75 dBA $L_{10}$ for Commercial Street and between 71 and 75 dBA $L_{10}$ for Sunnyside Road.

Overhead and underground utilities exist along both streets (city water and sewer, Portland General Electric, Pacific Northwest Bell and Northwest Natural Gas). A storm drain catch basin is installed at the southwest corner of Hilficker at Commercial.

The 1976 SATS Planning Overview on carbon monoxide concentrations indicates a level of 3.5 mg/$m^3$.

There are no known historic sites in the immediate area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   Right-of-way will be required. An additional 38 ft. is required for Hilficker west of Commercial and 15 ft. east of Commercial. No structures will be affected by the improvement. The acquisition west of Commercial Street may reduce the display lot area for DeLon Mazda car dealership on the south side of Hilficker.

2. Estimated Impact on Traffic Patterns:
   The improvement is expected to generate more traffic on Hilficker by encouraging traffic to divert from the existing Sunnyside/Commercial intersection. When the intersection of Commercial at Hilficker is signalized, all entering traffic to Commercial Street northbound will be diverted to this intersection.

   Consequences--Air Quality, Noise, Safety, etc.:
   Noise along Hilficker will increase but will affect no residential dwellings. The safety of the Commercial Street intersection should increase with the improvement. Signalization will provide the best inducement to safety.

3. Estimated Impact on Land Use:

   No change is expected.

   Consequences:

4. Expected Impact on Natural Ecological Resources:
   N/A

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   N/A

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Traffic impact -- low
Right-of-Way acquisition -- moderate

7. Potential for Controversial Issues:

Right-of-way acquisition

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Does not affect air quality

b. Noise Standards

Noise is not expected to increase to a great degree since the major streets already exhibit over 71 dBA $L_{10}$ noise level which is consistent with allowed FHWA noise standards on commercial property.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

This conforms to the Salem Area Transporation Plan and land use. This does not affect existing zoning.

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION---- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | ____ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: _____ 1 _____ 2 _____ 3 _____ 4

1981 UPRR Xing to Birch Ave. Sec. 934
of NE 238th Dr. in Wood Village.
(Grading, paving & signals)

C4a 6819 12-22-78, 6-18-80

HIGHWAY DIVISION

9344

| AGENCY | CURRENT DOCUMENT NUMBER |
|---|---|
| 02 | **144516** |

| YOUR ORDER NUMBER | BILLING REQ. NUMBER | DATE | VENDOR NUMBER |
|---|---|---|---|
| | CA 5370 | 12/15/86 | 001022702-00 |

Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

**SEND REMITTANCE TO:**
**OREGON STATE HIGHWAY DIVISION**
**434 TRANSPORTATION BUILDING**
**SALEM OR 97310-0780**

| T.C. | E.A. SUB JOB | SPECD | ORG. UNIT | OBJ DTL | ACT. | REVENUE SOURCE | AGY. SRC. | AMOUNT |
|---|---|---|---|---|---|---|---|---|
| 617 | C09344-011 | L02 | 1000 | | | 844010 | 03 | $7,311.44 |

| PROG | APP SYM | FUND CODE | FUND DETAIL | FUND SOURCE |
|---|---|---|---|---|
| | | | | |

FOLD

| DESCRIPTION: | TOTAL PRICE |
|---|---|
| Final Billing - Project IX 9877(1)(2)(3)<br>Contract 9344 - Agreement 6819<br>UPRR Crossing - Birch Avenue, N.E. 238th Avenue<br>Multnomah County<br>See attached itemized statement | |
| Amount Due From County | $7,311.44 |
| TOTAL AMOUNT DUE | $7,311.44 |

GL 1140

GARY ZEHNER 378-6011

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (3-86)

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

FEB 26 1987

Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

9344

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3-3-86

COUNTY: Multnomah AGREEMENT NO: 6819 PROJECT NO: IX-9877(1)(2)(3)

CONTRACT NO: 9344 SECTION: UPRR Crossing-Birch Ave., NE 238th Ave.

PRELIMINARY ENGINEERING (IX-9877(1) PREFIX NO. 326-1961 & 426-1929):

| | |
|---|---|
| Project Manager | $ 1,010.66 |
| Final Design | 814.97 |
| Region Geology ($10.36 Non-partic.) | 1,146.78 |
| Traffic Section | 656.37 |
| R/W Liaison | 349.76 |
| Audit Service | 285.51 |
| Program Section | 103.57 |
| Specifications Section | 3,521.35 |
| Administrative Services | 32.36 |
| Environmental Section | 670.19 |
| Work by DBH Acoustics Inc. | 3,098.41 |
| Work by Multnomah County | 30,544.75 |
| TOTAL P.E. COST | $ 42,234.68 |

RIGHT-OF-WAY (IX-9877(2) PREFIX NO. 326-2575):

| | |
|---|---|
| Net Cost of Land | $ 10,914.00 |
| Estimated Value of Buildings | 3,266.00 |
| Severance & Consequential Damages | 650.00 |
| Appraisals, Witness Fees, Etc. | 1,406.16 |
| Title Cost & Recording Fees | 580.33 |
| Negotiation Expense | 797.05 |
| Appraisal Review | 105.94 |
| Business Relocation Expense | 60.00 |
| Program Section | 78.89 |
| R/W Office Expense | 1,278.92 |
| TOTAL R/W COST | $ 19,137.29 |

CONSTRUCTION (IX-9877(3) PREFIX NO. 326-1041 & 426-1034):

| | |
|---|---|
| Payment to Contractor ($50.00 Non-partic.) | $264,677.86 |
| Interest on Final Payment (Non-partic.) | 438.89 |
| Construction Engineering (Non-partic.) | 3,419.29 |
| Construction Engineering by County ($3,314.41 Non-partic.) | 45,136.10 |
| Audit Expense | 279.75 |
| Program Section (Non-partic.) | 79.37 |
| Salem Lab (Non-partic.) | 3,597.29 |
| Portland Lab (Non-partic.) | 398.59 |
| Technical Services (Non-partic.) | 122.29 |
| Construction Section (Non-partic.) | 644.41 |
| EEO Monitoring | 82.05 |
| TOTAL CONST. COST | $318,875.89 |

## SUMMARY:

| | |
|---|---|
| TOTAL P.E. COST | $ 42,234.68 |
| TOTAL R/W COST | 19,137.29 |
| TOTAL CONST. COST | 318,875.89 |
| TOTAL PROJECT COST | $380,247.86 |

LESS FEDERAL FUNDS:

| | |
|---|---|
| P.E. | $(36,215.80) |
| R/W | (16,266.70) |
| CONST. | (260,789.66) |
| COUNTY SHARE | $ 66,975.70 |

LESS COUNTY CREDITS & DEPOSITS:

| | |
|---|---|
| P.E. Credit | $ (4,263.86) |
| R/W Deposit 1-81 | (9,750.00) |
| Construction Credit | (6,770.40) |
| Construction Deposit 9-16-81 | (38,880.00) |
| BALANCE DUE FROM COUNTY | $ 7,311.44 |

NOTE: Construction Engineering exceeded the 15 percent allowed by FHWA.

GEZ:bkb
cc: J. Peterson
W. Schulte
LPG File

9344

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-7-85

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg. - Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9877(3)

VOUCHER PERIOD
FROM 8-5-81
TO 3-26-85

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 41,821.69 | 41,821.69 | 85% | 35,548.45 | 35,548.45 | 0.00 |
| 277,055.20 | 264,989.66 | 85% | 225,241.21 | 225,241.21 | 0.00 |
| 318,876.89 | 306,811.35 | 85% | 260,789.65 | 260,789.65 | 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
6/7/85

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | UPRR Crossing-Birch Ave. (Wood Village) Section<br>FAU 9877 (NE 238th Ave.)<br>Multnomah County | | | | | |
| | Construction | | | | | |
| | Type Code Y008 | | | | | |
| | Channelization (Sta. 5+28 N. thru EQ. 0+00 To Sta. 6+00 S) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 227,377.86 | |
| SFO | #1 Permanent Pavement Striping (Multnomah Co) | | All Required | | 1,850.01 | |
| | Total Participating Type Code Y008 | | | | 229,227.87 | |
| | Type Code Y031 | | | | | |
| | Traffic Signal (FAU 9877(NE 238th) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 37,250.00 | |
| | Total Participating Construction Cost | | | | $266,477.87 | |
| | Construction Engineering | | | | | |
| | Work by Multnomah County | | All Required | | 39,971.68 | |
| | Misc. Project Cost | | | | | |
| | EEO Monitoring Expense | | All Required | | 82.05 | |
| | Audit Expense | | All Required | | 279.75 | |
| | Total Misc. Project Cost | | | | 361.80 | |
| | Total Participating Project Cost | | | | 306,811.35 | |
| | Nonparticipating Project Cost | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 50.00 | |
| | Interest on Final Payments | | All Required | | 438.89 | |
| | Construction Engineering (Multnomah Co) | | All Required | | 3,314.41 | |
| | Construction Engineering (State) | | All Required | | 8,261.24 | |
| | Total Nonparticipating Project Cost | | | | 12,065.54 | |
| | Total Project Cost | | | | 318,876.89 | |
| | Prepared based on Participating Project Costs as shown on the Federal Billing as of 5-30-85 | | | | | |
| | Multnomah County has been paid $38,365.70 | | | | | |
| | AMOUNT CARRIED FORWARD ......... | | | | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 326 1040 | 203 | 00 | P | 1 | | | 4,480.00CR | 81 | 84 |
| | 326 1040 | 206 | 00 | N | 1 | | | 82.50 | 82 | 82 |
| | 326 1040 | 295 | 00 | N | 9 | | | 23,387.30 | 81 | 84 |
| | 326 1040 | 296 | 00 | N | 9 | | | 120,270.11CR | 81 | 84 |
| | 326 1040 | 298 | 00 | N | 9 | | | 96,882.81 | 81 | 84 |
| | 326 1040 | 900 | 00 | N | 1 | | | 3,604.49 | 84 | 84 |
| | 326 1040 | 911 | 00 | N | 1 | | | 38.53 | 84 | 84 |
| | 326 1040 | 915 | 00 | P | 1 | | | 231.40 | 83 | 83 |
| | 326 1040 | 920 | 00 | N | 1 | | | 18.23 | 84 | 84 |
| | 326 1040 | 940 | 00 | N | 1 | | | 1,084.13 | 84 | 84 |
| | 326 1040 | 941 | 00 | N | 1 | | | 221.58 | 84 | 84 |
| | 326 1040 | 942 | 00 | N | 1 | | | 81.40 | 84 | 84 |
| | 326 1040 | 944 | 00 | N | 1 | | | 580.76 | 84 | 84 |
| | 326 1040 | 945 | 00 | N | 1 | | | 545.42 | 84 | 84 |
| | 326 1040 | 948 | 00 | P | 1 | | | 3.11 | 82 | 84 |
| | 326 1040 | 948 | 00 | N | 1 | | | 33.29 | 84 | 84 |
| | | TOT | | P1 | | | | 113,979.78 | | |
| | | TOT | | N1 | | | | 6,290.33 | | |
| | | ** JOB TOTALS ** | | | | ** | ** | 120,270.11 ** | | |

UPRR CROSS NG TO BIRCH AV CONT NO 9344 X FA PROJ NOS X10 9877003 100

STATE

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 326 1041 | 201 | 00 | P | 1 | Pay Cont. | | 264,627.86 ✓ | 82 | 83 |
| | 326 1041 | 201 | 00 | N | 1 | " " | | 50.00 ✓ | 82 | 82 |
| | 326 1041 | 206 | 00 | N | 1 | Interest | | 438.89 ✓ | 83 | 83 |
| | 326 1041 | 294 | 00 | N | 1 | Loc. Match | 497.16CR | 497.16CR | 85 | 85 |
| | 326 1041 | 296 | 00 | N | 9 | Tr. St. 7,038.48 | 6,985.95 | 264,121.21CR | 81 | 85 |
| | 326 1041 | 297 | 00 | N | 9 | " Co. | | 38,880.00 | 81 | 82 |
| | 326 1041 | 298 | 00 | N | 9 | " Fed 7,038.48CR | 6,985.95CR | 225,241.21 | 82 | 85 |
| | 326 1041 | 900 | 00 | P | 1 | | 3,245.21CR | | 81 | 85 |
| | 326 1041 | 900 | 00 | N | 1 | Const. Engr. | 3,245.21 | 3,245.21 ✓ | 85 | 85 |
| | 326 1041 | 903 | 00 | N | 1 | Pay Loc. Govt. | 3,314.41 | 3,314.41 ✓ | 85 | 85 |
| | 326 1041 | 915 | 00 | P | 1 | Audit | | 279.75 ✓ | 82 | 84 |
| | 326 1041 | 920 | 00 | P | 1 | Prog. Sec. | 79.37CR | | 81 | 85 |
| | 326 1041 | 920 | 00 | N | 1 | " " | 79.37 | 79.37 ✓ | 85 | 85 |
| | 326 1041 | 940 | 00 | P | 1 | | 3,539.80CR | | 81 | 85 |
| | 326 1041 | 940 | 00 | N | 1 | Salem Lab | 3,597.29 | 3,597.29 ✓ | 85 | 85 |
| | 326 1041 | 941 | 00 | P | 1 | | 398.59CR | | 81 | 85 |
| | 326 1041 | 941 | 00 | N | 1 | Port Lab | 398.59 | 398.59 ✓ | 85 | 35 |
| | 326 1041 | 944 | 00 | P | 1 | | 141.61CR | | 81 | 35 |
| | 326 1041 | 944 | 00 | N | 1 | Tech. Serv. | 122.29 | 122.29 ✓ | 85 | 85 |
| | 326 1041 | 945 | 00 | P | 1 | | 644.41CR | | 81 | 85 |
| | 326 1041 | 945 | 00 | N | 1 | Const. Sec. | 644.41 | 644.41 ✓ | 85 | 85 |
| | 326 1041 | 948 | 00 | P | 1 | | 174.08CR | | 82 | 85 |
| | 326 1041 | 948 | 00 | N | 1 | Const. Engr. | 174.08 | 174.08 ✓ | 85 | 85 |
| | 326 1041 | 985 | 00 | P | 1 | EEO Monitor | | 82.05 ✓ | 81 | 82 |
| | | TOT | | P1 | | | 8,223.07CR | 264,989.66 | | |
| | | TOT | | N1 | | | 11,078.49 | 11,567.38 | | |
| | | ** JOB TOTALS ** | | | | ** | 2,855.42 ** | 276,557.04 ** | | |

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                                                                                   FISCAL          GRAND TOTAL     ACTIVE YRS
   DESCRIPTION                    PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH    YEAR TO DATE       TO DATE        BEG    END

                                                                                                                   STATE
UPRR XING-BIRCH AV SEC 238TH  CONT NO          FA PROJ NOS X10 9877003 100
                                   426    1034      598      00 N 9      2,817.26      2,817.26       35,548.44CR    82     85
                                   426    1034      903      00 P 1                    2,817.25CR     35,548.45      82     85
                                                    TOT         P1                     2,817.25CR     35,548.45
                                                    TOT         N9       2,817.26      2,817.26       35,548.44CR
                                                 ** JOB TOTALS **        2,817.26  **        .01  **          .01  **

                                                                                                                   STATE
CHERRY PRK RD                 CONT NO          FA PROJ NOS X10 9880002 100
                                   426    1035      598      00 N 9                      329.47       77,258.15CR    82     85
                                   426    1035      903      00 P 1                      329.47CR     77,258.15      82     85
                                                    TOT         P1                       329.47CR     77,258.15
                                                    TOT         N9                       329.47       77,258.15CR
                                                 ** JOB TOTALS **                  **             **               **

                                                                                                                   STATE
NE GLISAN ST-SE GLENWOOD/39TH CONT NO          FA PROJ NOS X1  9699005 100
                                   426    1036      598      00 N 9                                   84,666.52CR    82     84
                                   426    1036      903      00 P 1                                   84,666.52      82     84
                                                    TOT         P1                                    84,666.52
                                                    TOT         N9                                    84,665.52CR
                                                 ** JOB TOTALS **                  **             **               **

                                                                                                                   STATE
GATEWAY AREA SIGNALS          CONT NO          FA PROJ NOS X10 000C024 100
                                   426    1037      598      00 N 9                   23,885.34CR     43,356.21CR    82     85
                                   426    1037      903      00 P 1                   23,885.34       43,356.21      82     85
                                                    TOT         P1                    23,885.34       43,356.21
                                                    TOT         N9                    23,885.34CR     43,356.21CR
                                                 ** JOB TOTALS **                  **             **               **

                                                                                                                   STATE
N GOING/I-5 FRWY-N GREELEY    CONT NO          FA PROJ NOS X10 9926008 100
                                   426    1038      598      00 N 9                                   56,772.34CR    83     34
                                   426    1038      903      00 P 1                                   56,772.34      83     84
                                                    TOT         P1                                    56,772.34
                                                    TOT         N9                                    56,772.34CR
                                                 ** JOB TOTALS **                  **             **               **

                                                                                                                   STATE
SE DIVISION ST-SE POWELL BLVD CONT NO          FA PROJ NOS X10 9891004 100
                                   426    1039      598      00 N 9                    1,031.93CR    121,797.92CR    83     85
                                   426    1039      903      00 P 1                    1,031.93      121,797.92      83     85
                                                    TOT         P1                     1,031.93      121,797.92
                                                    TOT         N9                     1,031.93CR    121,797.92CR
                                                 ** JOB TOTALS **                  **             **               **

                                                                                                                   STATE
STARK-DIVISION SEC SE 242ND   CONT NO          FA PROJ NOS X10 9877005 100
                                   426    1040      598      00 N 9                    7,314.07CR     63,175.30CR    83     85
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B01
BILLING NUMBER 51

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/30/85

| PREFIX GRP FED AID PROJ FI APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|
| 426-1029 1# SOS -2600-001 APPR-680 | | | | 100.00 | | | | |
| 9# | | | | | | | | |
| 426-1029 PREFIX TOTALS | | | | | | | | |
| 425-1030 1# X10 -0000-027 APPR-772 | 776,517.79 | 776,517.79 | 776,517.79 | 100.00 | 776,517.79 | 776,517.79 | | |
| 9# | | 776,517.79- | | | | | | |
| 426-1030 PREFIX TOTALS | 776,517.79 | | 776,517.79 | | 776,517.79 | 776,517.79 | | |
| 426-1031 1# X10 -9956-011 APPR-772 | 18,879.08 | 18,879.08 | 18,879.08 | 100.00 | 18,879.08 | 18,879.08 | | |
| 9# | | 18,879.08- | | | | | | |
| 426-1031 PREFIX TOTALS | 18,879.08 | | 18,879.08 | | 18,879.08 | 18,879.08 | | |
| 426-1032 1 X10 -0000-040 APPR-772 | 44,135.34 | 44,135.34 | 44,135.34 | 100.00 | 44,135.34 | 44,135.34 | | |
| 9 | | 44,135.34- | | | | | | |
| 426-1032 PREFIX TOTALS | 44,135.34 | | 44,135.34 | | 44,135.34 | 44,135.34 | | |
| 426-1033 1 X10 -9326-008 APPR-772 | 84,421.85 | 84,422.00 | 84,422.00 | 100.00 | 84,422.00 | 84,421.85 | .15 B | |
| 9 | | 84,421.85- | | | | | | |
| 426-1033 PREFIX TOTALS | 84,421.85 | .15 | 84,422.00 | | 84,422.00 | 84,421.85 | .15 | |
| 426-1034 1 X10 -9877-003 APPR-772 | 35,548.45 | 35,548.45 | 35,548.45 | 100.00 | 35,548.45 | 35,548.44 | | .01 |
| 9* | | 35,548.44- | | | | | | |
| 426-1034 PREFIX TOTALS | 35,548.45 | .01 | 35,548.45 | | 35,548.45 | 35,548.44 | | .01 |
| 426-1035 1# X10 -9880-002 APPR-772 | 77,258.15 | 77,258.15 | 77,258.15 | 100.00 | 77,258.15 | 77,258.15 | | |
| 9# | | 77,258.15- | | | | | | |
| 426-1035 PREFIX TOTALS | 77,258.15 | | 77,258.15 | | 77,258.15 | 77,258.15 | | |
| 426-1036 1# XI -9699-005 APPR-823 | 84,666.52 | 84,666.52 | 84,666.52 | 100.00 | 84,666.52 | 84,666.52 | | |
| 9# | | 84,666.52- | | | | | | |
| 426-1036 PREFIX TOTALS | 84,666.52 | | 84,666.52 | | 84,666.52 | 84,666.52 | | |
| 426-1037 1 X10 -000C-024 APPR-580 | 44,000.00 | 43,356.21 | 43,356.21 | 100.00 | 43,356.21 | 43,356.21 | | |
| 9 | | 43,356.21- | | | | | | |
| 426-1037 PREFIX TOTALS | 44,000.00 | | 43,356.21 | | 43,356.21 | 43,356.21 | | |

B01
BILLING NUMBER 51

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/30/85

| PREFIX | GRP FL | FED AID PROJ<br>APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 326-1026 | 1# | XI -000C-014<br>APPR-823 | 645,022.47 | 758,849.96 | 758,849.96 | 85.00 | 645,022.47 | 645,022.47 | | |
| 326-1027 | 1# | XI -000C-016<br>APPR-823 | 129,310.26 | 152,423.09 | 152,129.72 | 85.00 | 129,310.26 | 129,310.26 | | |
| 326-1028 | 1# | XI -9823-001<br>APPR-823 | 118,963.48 | 141,678.86 | 139,957.04 | 85.00 | 118,963.48 | 118,963.48 | | |
| | 2# | XI -9699-002<br>APPR-823 | 114,239.69 | 135,330.14 | 134,399.63 | 85.00 | 114,239.69 | 114,239.69 | | |
| 326-1028 | | PREFIX TOTALS | 233,203.17 | 277,009.00 | 274,356.67 | | 233,203.17 | 233,203.17 | | |
| 326-1029 | 1# | XI -9326-004<br>APPR-823 | 44,724.33 | 53,883.24 | 52,616.86 | 85.00 | 44,724.33 | 44,724.33 | | |
| 326-1032 | 1 | XI -9793-003<br>APPR-823 | 4448,950.00 | 4824,314.91 | 4814,993.95 | 85.00 | 4092,744.86 | 4092,744.86 | | |
| 326-1034 | 1# | XI -9956-007<br>APPR-823 | 214,316.77 | 252,146.36 | 252,137.38 | 85.00 | 214,316.77 | 214,316.77 | | |
| 326-1035 | 1# | XI -9956-007<br>APPR-823 | 7,381.62 | 8,684.26 | 8,684.26 | 85.00 | 7,381.62 | 7,381.62 | | |
| 326-1036 | 1# | SOS -2602-002<br>APPR-680 | 133,885.31 | 153,311.16 | 151,831.83 | 88.18 | 133,885.31 | 133,885.31 | | |
| | 2 | 0000-0000-000<br>APPR-000 | | | | | | | | |
| 326-1036 | | PREFIX TOTALS | 133,885.31 | 153,311.16 | 151,831.83 | | 133,885.31 | 133,885.31 | | |
| 326-1037 | 1# | XI -000C-017<br>APPR-823 | 438.03 | 515.33 | 515.33 | 85.00 | 438.03 | 438.03 | | |
| 326-1039 | 1# | X10 -0000-038<br>APPR-772 | 463,094.01 | 541,152.88 | 544,816.48 | 85.00 | 463,094.01 | 463,094.01 | | |
| | 2# | XI -0000-038<br>APPR-823 | 433,663.36 | 510,192.19 | 510,192.19 | 85.00 | 433,663.36 | 433,663.36 | | |
| 326-1039 | | PREFIX TOTALS | 896,757.37 | 1051,345.07 | 1055,008.67 | | 896,757.37 | 896,757.37 | | |
| 326-1040 | 1# | X10 -9956-011<br>APPR-772 | 96,882.81 | 120,270.11 | 113,979.78 | 85.00 | 96,882.81 | 96,882.81 | | |
| 326-1041 | 1# | X10 -9877-003<br>APPR-772 | 225,241.21 | 276,557.04 | 264,989.66 | 85.00 | 225,241.21 | 225,241.21 | | |
| 326-1043 | 1 | X10 -9926-007<br>APPR-772 | 1414,253.00 | 1560,942.59 | 1560,414.49 | 85.00 | 1326,352.32 | 1326,353.79 | | 1 47- |
| | 8 | X10 -9926-007<br>APPR-772 | 90,270.00 | 8,315.38 | 8,288.67 | 85.00 | 7,045.37 | 7,045.37 | | |
| 326-1043 | | PREFIX TOTALS | 1504,523.00 | 1569,257.97 | 1568,703.16 | | 1333,397.69 | 1333,399.16 | | 1.47- |
| 326-1044 | 1 | X10 -000C-022<br>APPR-772 | 390,000.00 | 426,468.41 | 426,468.41 | 85.00 | 362,498.15 | 362,498.33 | | .18- |
| 326-1046 | 1 | X10 -9867-005<br>APPR-772 | 1139,544.00 | 1348,088.81 | 1331,048.62 | 85.00 | 1131,391.33 | 1131,391.33 | | |
| | 8 | X10 -9867-005<br>APPR-772 | 15,228.00 | 66.53 | 64.81 | 85.00 | 55.09 | 55.09 | | |
| 326-1046 | | PREFIX TOTALS | 1154,772.00 | 1348,155.34 | 1331,113.43 | | 1131,446.42 | 1131,446.42 | | |
| 326-1047 | 1 | X10 -0000-040<br>APPR-772 | 340,544.66 | 400,532.88 | 391,874.64 | 85.00 | 333,093.44 | 333,093.44 | | |

REPORT NO FMBL003-1
SEQ FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION 772

| AGREEMENT EA/SUBJOB | TOTAL COSTS TO DATE | AMOUNT PREV CLAIMED | --PARTICIPATION-- AMOUNT | PERCENT | AGREEMENT AMOUNT | FEDERAL SHARE | -ADJUSTMENT- AMOUNT | CODE | VOUCHER AMOUNT |
|---|---|---|---|---|---|---|---|---|---|
| FEDERAL PROJECT XIO -9877-001 | | | | | | | | | |
| F02706 | | | | | | | | | |
| AGREEMENT TOTALS | 3,155.74 | 3,155.74 | 3,155.74 | 100.00 | 3,155.74 | 3,155.74 | .00 | | .00 |
| FED PROJ TOTALS | 11,766.58 | 10,515.80 | 11,736.90 | | 10,515.80 | 10,515.80 | .00 | | .00 |
| FEDERAL PROJECT XIO -9877-002 | | | | | | | | | |
| F02379<br>C3262575-011 | 19,137.29 | 16,266.70 | 19,137.29 | | | | | | |
| AGREEMENT TOTALS | 19,137.29 | 16,266.70 | 19,137.29 | 85.00 | 16,266.70 | 16,266.70 | .00 | | .00 |
| FED PROJ TOTALS | 19,137.29 | 16,266.70 | 19,137.29 | | 16,266.70 | 16,266.70 | .00 | | .00 |
| FEDERAL PROJECT XIO -9877-003 | | | | | | | | | |
| F02251 | | | | | | | | | |
| C09344 -010 | 11,567.38 | .00 | .00 | | | | | | |
| C09344 -011 | 264,989.66 | 225,241.21 | 264,989.66 | | | | | | |
| AGREEMENT TOTALS | 276,557.04 | 225,241.21 | 264,989.66 | 85.00 | 225,241.21 | 225,241.21 | .00 | | .00 |
| F02651<br>C4261034-011 | 35,548.45 | 35,548.45 | 35,548.45 | | | | | | |
| AGREEMENT TOTALS | 35,548.45 | 35,548.45 | 35,548.45 | 100.00 | 35,548.45 | 35,548.45 | .00 | | .00 |
| FED PROJ TOTALS | 312,105.49 | 260,789.66 | 300,538.11 | | 260,789.66 | 260,789.66 | .00 | | .00 |
| FEDERAL PROJECT XIO -9877-004 | | | | | | | | | |
| F02744<br>C4261946-011 | 12,466.47 | 12,466.47 | 12,466.47 | | | | | | |
| AGREEMENT TOTALS | 12,466.47 | 12,466.47 | 12,466.47 | 100.00 | 12,466.47 | 12,466.47 | .00 | | .00 |
| F03573<br>C7261933-011 | 7,502.51 | 6,377.13 | 7,502.51 | | | | | | |
| AGREEMENT TOTALS | 7,502.51 | 6,377.13 | 7,502.51 | 85.00 | 6,377.13 | 6,377.13 | .00 | | .00 |
| FED PROJ TOTALS | 19,968.98 | 18,843.60 | 19,968.98 | | 18,843.60 | 18,843.60 | .00 | | .00 |
| FEDERAL PROJECT XIO -9880-002 | | | | | | | | | |
| F02201 | | | | | | | | | |

FEDERAL APPROPRIATION 772

rll

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>3/20/85 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>IX-9877(3) |
| COMPLETION DATE (Actual)<br>7/23/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>2/24/83 | TIME ELAPSED<br>99 % | CONTRACT TIME<br>210 days |

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UPRR X'ING TO BIRCH AVENUE
FAU 9877 (NE 238TH DRIVE)
Grading, Paving, Sidewalk & Signals

The project provided roadway improvements to widen the intersection of 238th Avenue and Halsey Street to facilitate left turn movement. 238th Avenue is a main north-south travel route from Interstate 84 to and from Gresham. The project involved grading, paving and sidewalk construction on 238th Avenue and modernization of a signal at the intersection of Halsey Street.

The final cost of $297,000 overran the original authorization of $282,000 by 6 percent.

NOTED
W. E. SCHWARTZ

Cy
3/27

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>T. P. Lowe<br>Original Signed by<br>T. P. LOWE | | SIGNATURE<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>3/25/85 | TITLE<br>Field Operations Engineer | DATE<br>3/26/85 |

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9344

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 7, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-9877(1)
UPRR X'ing-N.E. Birch Ave. Section
Preliminary Engineering
Multnomah County

Enclosed for your consideration is a copy of Mr. Terpin's memo of June 6, 1983 with attachments which provides justification for an increase in total cost of $4,420 and Federal funds of $3,791 for the subject project.

This submittal is being forwarded at this time for consideration of the final voucher which is being submitted under separate action.

CL:bks
Enc.
cc: E. Mershon
F. Terpin
G. Zehner
General Files

lw

Zehner

Oregon State Highway Division
Salem, Oregon March 16, 1983

Federal-Aid Project
No. IX-9877(1)

UPRR Crossing-Birch Ave. (Wood Village)
N.E. 238th Avenue In Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering (Co. Forces) | All Required | $31,000.00 |
| Consultant DBH Acoustics Inc. | All Required | 3,060.00 |
| Preliminary Engineering (State Forces) | All Required | 5,040.00 |
| | TOTAL | $39,100.00 |

Length of Project: 0.22 mile

Summary of Funds (85.8%)

| Description | Appn. Code | Total Cost | Federal Funds | County Funds |
|---|---|---|---|---|
| P.E. | 823 | $29,955.00 | $25,700.00 | $4,255.00 |
| P.E. | 772 | 9,145.00 | 7,845.00 | 1,300.00 |
| TOTAL | | $39,100.00 | $33,545.00 | $5,555.00 |

Group 1: 100%
Prefix: 326-1961
426-1929

CL:lb
3-16-83

6

9344

426-1929
3[illegible]-1961

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-26-83

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9877(1)

VOUCHER PERIOD
FROM 10/16/78
TO 8/4/81

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| 772 ~~823~~ | $ 3,679.30 | $ 3,679.30 | 85.77% | $ 3,155.74 | $ 3,155.74 | $ 0.00 |
| ~~772~~ 823 | 29,963.86 | 29,963.86 | 85.77% | 25,700.00 | 25,700.00 | 0.00 |
| 772 | 8,591.52 | 8,581.16 | 85.77% | 7,360.06 | 7,360.06 | 0.00 STATE |
| | $42,234.68 | $42,224.32 | 85.77% | $36,215.80 | $36,215.80 | $ 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
5/26/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(Rev. 5-78)

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | UPRR Crossing-Birch Ave. (Wood Village) | | | | | |
| | City Street in Multnomah County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | Work by Multnomah County | All | Required | | $30,544.75 | |
| | State | All | Required | | 8,295.65 | |
| | Work by DBH Acoustics Inc. | All | Required | | 3,098.41 | |
| | Total Participating Preliminary Engineering | | | | $41,938.81 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | All | Required | | 285.51 | |
| | Total Participating Preliminary Engineering | | | | $42,224.32 | |
| | Nonparticipating Project Cost | | | | | |
| | State | All | Required | | $ 10.36 | |
| | Total Project Cost | | | | $42,234.68 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 6/3/83. | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

```
                                                                                       MAY 1983          PAGE  883
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                        FISCAL          GRAND TOTAL
                                                                                     YEAR TO DATE         TO DATE
                            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH                   44.44               44.44
     DESCRIPTION       326   1959     922     00 P 1                                   535.80            2,286.60
                       326   1959     923     00 P 1                                    41.26               41.26
                       326   1959     932     00 P 1                                                        37.40
                       326   1959     980     00 P 1           20 66                 5,668.54           11,201.59
                                      TOT     P1                                                           142.32
                                      TOT     N1                                                        11,343.91  **
                                   ** JOB TOTALS **            20.66  **             5,668.54  **

                                                                                                                      STATE
                      CONT NO     * FA PROJ NOS X1  0000008 100 X10 0000008          2,510.53CR         10,510.53CR
NW THURMAN-SW COLUMBIA 326   1960     296     00 N 9                                 2,510.53           10,510.53
                       326   1960     298     00 N 9                                     9.38CR          1,693.00
                       326   1960     901     00 P 1                                                         2.81
                       326   1960     902     00 P 1                                                       545.10
                       326   1960     905     00 P 1                                                     1,790.23
                       326   1960     906     00 P 1                                 2,526.10CR          2,162.42
                       326   1960     911     00 P 1                                 2,437.26            2,437.26
                       326   1960     911     00 P 2                                                       119.26
                       326   1960     913     00 P 1                                                        63.00
                       326   1960     914     00 P 1                                   349.52              354.92
                       326   1960     915     00 P 1                                                        71.92
                       326   1960     918     00 P 1                                                       232.44
                       326   1960     920     00 P 1                                   258.91CR          1,281.00
                       326   1960     921     00 P 1                                                     1,500.96
                       326   1960     923     00 P 1                                 2,444.87CR          9,817.06
                                      TOT     P1                                     2,437.26            2,437.26
                                      TOT     P2                               **        7.61CR**       12,254.32  **
                                   ** JOB TOTALS **

                                                                                                                      STATE
                      CONT NO     * FA PROJ NOS X10 3877001 10.                      2,475.74            4,689.26CR
UPRR XING-BIRCH AVE    326   1961     296     00 N 9 Tr. St.                         2,475.74CR          4,689.26
                       326   1961     298     00 N 9 "  Fed.                            62.33CR          1,010.66
                       326   1961     901     00 P 1 Proj. Mgr.                                            814.97
                       326   1961     905     00 P 1 Fin. Des.                                           1,136.42
                       326   1961     910     00 P 1 Reg. Geol.                                             10.36
                       326   1961     910     00 N 1 "    "                                                656.37
                       326   1961     911     00 P 1 Tr. Sec.                                              349.76
                       326   1961     913     00 P 1 R/W Liais.                        285.51              285.51
                       326   1961     915     00 P 1 Audit Serv.                                           103.57
                       326   1961     920     00 P 1 Prog. Sec.                         44.02CR          3,521.35
                       326   1961     921     00 P 1 Specs.                                                 32.36
                       326   1961     922     00 P 1 Adm. Serv.                                            670.19
                       326   1961     923     00 P 1 Env. Sec.                         179.16            8,581.16
                                      TOT     P1                                                            10.36
                                      TOT     N1                               **      179.16  **        8,591 52  **
                                   ** JOB TOTALS **

                                                                                                                      STATE
                                  * FA PROJ NOS RR00000S030 100                                            902.70CR
PTRR XING @ 24 & YORK NW(PTLD CONT NO
                       326   1962     296     00 N 9
```

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/23/83

| PREFIX GPP FED AID PROJ FL APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|
| 326-1935 1* M -9704-002<br>APPR-W36 | 66,746.43 | 74,303.44 | 77,793.04 | 85.80 | 66,746.43 | 66,746.43 | | |
| 326-1936 1* RR00-000S-009<br>APPR-686 | 440.32 | 489.24 | 489.24 | 90.00 | 440.32 | 440.32 | | |
| 326-1938 1 SOS -2602-002<br>APPR-680 | 3,861.00 | 8,113.83 | 8,113.83 | 85.80 | 6,961.67 | 3,861.00 | 3,100.67 B | |
| 326-1939 1* RRO -000S-205<br>APPR-685 | 823.37 | 914.86 | 914.86 | 90.00 | 823.37 | 823.37 | | |
| 326-1940 1 RRO -000S-003<br>APPR-685 | 675.00 | 794.74 | 794.74 | 90.00 | 715.27 | 675.00 | 40.27 B | |
| 326-1942 1* SOS -2601-006<br>APPR-680 | 2,202.37 | 2,566.87 | 2,566.87 | 85.80 | 2,202.37 | 2,202.37 | | |
| 326-1944 1 SOS -2602-001<br>APPR-680 | 1,773.00 | 5,252.10 | 5,252.10 | 85.80 | 4,506.30 | 1,773.00 | 2,733.30 B | |
| 326-1945 1* SOS -2601-004<br>APPR-680 | 643.53 | 750.04 | 750.04 | 85.80 | 643.53 | 643.53 | | |
| 326-1946 1* SOS -2601-002<br>APPR-680 | 4,817.24 | 5,614.50 | 5,614.50 | 85.80 | 4,817.24 | 4,817.24 | | |
| 326-1947 1* SOS -2601-003<br>APPR-680 | 4,569.68 | 5,325.97 | 5,325.97 | 85.80 | 4,569.68 | 4,569.68 | | |
| 326-1948 1* SOS -2601-007<br>APPR-680 | 4,516.59 | 4,825.12 | 5,265.93 | 85.77 | 4,516.59 | 4,516.59 | | |
| 326-1949 1 M -9822-003<br>APPR-W36 | 128,700.00 | 122,867.67 | 129,958.91 | 85.80 | 111,504.74 | 111,504.74 | | |
| 326-1950 1 RR00-000S-006<br>APPR-686 | 675.00 | 261.81 | 261.81 | 90.00 | 235.63 | 235.63 | | |
| 326-1952 1 M -9956-006<br>APPR-W36 | 16,290.00 | 17,284.96 | 18,031.97 | 85.77 | 15,466.02 | 15,466.02 | | |
| 326-1953 1* M -000C-008<br>APPR-W36 | 7,083.25 | 8,271.44 | 8,258.42 | 85.77 | 7,083.25 | 7,083.25 | | |
| 326-1955 1 RR00-000S-029<br>APPR-686 | 900.00 | 656.22 | 649.32 | 90.00 | 584.39 | 584.39 | | |
| 326-1956 1* XI -9867-002<br>APPR-823 | 1,510.13 | 1,760.67 | 1,760.67 | 85.77 | 1,510.13 | 1,510.13 | | |
| 326-1957 1* M -000C-009<br>APPR-W36 | 3,835.56 | 4,204.32 | 4,471.91 | 85.77 | 3,835.56 | 3,835.56 | | |
| 326-1958 1 RRO -000S-048<br>APPR-685 | 2,250.00 | 428.24 | 428.24 | 90.00 | 385.42 | 385.42 | | |
| 326-1959 1 XI -9891-001<br>APPR-823 | 70,000.00 | 11,343.91 | 11,201.59 | 85.77 | 9,607.60 | 9,607.60 | | |
| 326-1960 1* XI -0000-008<br>APPR-823 | 8,420.09 | 9,817.06 | 9,817.06 | 85.77 | 8,420.09 | 8,420.09 | | |
| 2* X10 -0000-008<br>APPR-772 | 2,090.44 | 2,437.26 | 2,437.26 | 85.77 | 2,090.44 | 2,090.44 | | |
| 326-1960 PREFIX TOTALS | 10,510.53 | 12,254.32 | 12,254.32 | | 10,510.53 | 10,510.53 | | |
| 326-1961 1* X10 -9877-001<br>APPR-772 | 7,360.06 | 8,591.52 | 8,581.16 | 85.77 | 7,360.06 | 7,360.06 | | |
| 326-1962 1* RR00-000S-030<br>APPR-686 | 902.70 | 1,009.44 | 1,003.00 | 90.00 | 902.70 | 902.70 | | |
| 326-1965 1 M -9956-003<br>APPR-W36 | 195,992.00 | 245,487.35 | 243,685.49 | 78.19 | 190,537.68 | 190,537.68 | | |

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    MAY 1983        PAGE  918
                                                                              FISCAL        GRAND TOTAL
      DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE     TO DATE

                                                                                                     STATE
 N BASIN AVE-PACIFIC HWY   CONT NO     * FA PROJ NOS XI  9926002 100
                              426    1926      598      00 N 9               124,761.19
                              426    1926      903      00 P 1               124,761.19CR
                                               TOT      P1                   124,761.19CR
                                               TOT      N9                   124,761.19
                                         ** JOB TOTALS **               **              **            **

                                                                                                     STATE
 NW THURMAN-SW COL ST      CONT NO     * FA PROJ NOS XI  0000008 100 X10 0000008          45,409.12CR
                              426    1927      598      00 N 9                                34,800.00
                              426    1927      903      00 P 1                                10,609.12
                              426    1927      903      00 P 2                                34,800.00
                                               TOT      P1                                    10,609.12
                                               TOT      P2                                    45,409.12CR
                                               TOT      N9
                                         ** JOB TOTALS **               **              **            **

                                                                                                     STATE
 NE 242ND-TROUTDALE RD     CONT NO       FA PROJ NOS XI  9880001 100
                              426    1928      205      00 P 1                  3,564.63
                              426    1928      598      00 N 9                  6,847.43CR     38,929.01CR
                              426    1928      903      00 P 1                  3,282.80       38,929.01
                                               TOT      P1                      6,847.43       38,929.01
                                               TOT      N9                      6,847.43CR     38,929.01CR
                                         ** JOB TOTALS **               **              **            **

                                                                                                     STATE
 UPRR XING-BIRCH AVE       CONT NO       FA PROJ NOS XI  9877001 100 X10 9877001
                              426    1929      598      00 N 9                  3,779.26CR     28,855.74CR
                              426    1929      903      00 P 1                    623.52       25,700.00
                              426    1929      903      00 P 2                  3,155.74        3,155.74
                              426    1929      911      05 P 2      89.54CR
                                               TOT      P1                        623.52       25,700.00
                                               TOT      P2          89.54CR     3,155.74        3,155.74
                                               TOT      N9                      3,779.26CR     28,855.74CR
                                         ** JOB TOTALS **           89.54CR**           **            **

                                                                                                     STATE
 SE DIVISION-SE POWELL BLVD  CONT NO     FA PROJ NOS XI  9881001 100
                              426    1930      598      00 N 9                 14,051.05CR     43,603.17CR
                              426    1930      903      00 P 1                 14,051.05       43,603.17
                                               TOT      P1                     14,051.05       43,603.17
                                               TOT      N9                     14,051.05CR     43,603.17CR
                                         ** JOB TOTALS **               **              **            **

                                                                                                     STATE
 NE COLUMBIA-NE WEIDLER    CONT NO     * FA PROJ NOS XI  9809001 100                             78,149.31CR
                              426    1931      598      00 N 9
```

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                                                        OREGON  STATE  HIGHWAY  DEPARTMENT                   06/23/83
B01                                                        FHWA   BILLING  VOUCHER                                         PAGE 129

                                                                                                     AMOUNT        ADJUSTMENT     AMOUNT OF
 PREFIX GRP FED AID PROJ      AGREEMENT     TOTAL COSTS     PARTIC.     % OF      FEDERAL      PREV. CLAIMED   AND CODE      THIS VOUCHER
         FL    APPR            AMOUNT        TO DATE        AMOUNT     PARTIC.    SHARE

426-1924 1* PMS -0005-079      3,587.90      3,587.90       3,587.90   100.00     3,587.90       3,587.90
                APPR-140
         9*                                  3,587.90-
                                                            3,587.90              3,587.90       3,587.90
426-1924   PREFIX TOTALS       3,587.90
426-1925 1  XI  -9699-003     46,600.00     46,600.00      46,600.00   100.00    46,600.00      46,600.00
                APPR-823
         2  X10 -9699-003     12,452.00      9,924.11       9,924.11   100.00     9,924.11       9,924.11
                APPR-772
         9                                  57,056.11-
426-1925   PREFIX TOTALS      59,052.00        532.00-     56,524.11             56,524.11      56,524.11
426-1926 1* XI  -9926-002
                APPR-823
         9*
426-1926   PREFIX TOTALS
426-1927 1* XI  -0000-008     34,800.00     34,800.00      34,800.00   100.00    34,800.00      34,800.00
                APPR-823
         2* X10 -0000-008     10,609.12     10,609.12      10,609.12   100.00    10,609.12      10,609.12
                APPR-772
         9*                                 45,409.12-
                                                           45,409.12             45,409.12      45,409.12
    -1927  PREFIX TOTALS      45,409.12
    -1928 1* XI  -9880-001    38,929.01     38,929.01      38,929.01   100.00    38,929.01      38,929.01
                APPR-823
         9*                                 38,929.01-
                                                           38,929.01             38,929.01      38,929.01
426-1928   PREFIX TOTALS      38,929.01
426-1929 1* XI  -9877-001     25,700.00     25,700.00      25,700.00   100.00    25,700.00      25,700.00
                APPR-823
         2  X10 -9877-001      3,155.74      ,155.74        3,155.74   100.00     3,155.74       3,155.74
                APPR-772
         9                                  28,855.74-
                                                           28,855.74             28,855.74      28,855.74
426-1929   PREFIX TOTALS      28,855.74
426-1930 1  XI  -9891-001     44,900.00     43,603.17      43,603.17   100.00    43,603.17      43,603.17
                APPR-823
         9                                  43,603.17-
                                                           43,603.17             43,603.17      43,603.17
426-1930   PREFIX TOTALS      44,900.00
426-1931 1* XI  -9809-001     78,149.31     78,149.31      78,149.31   100.00    78,149.31      78,149.31
                APPR-823
         9*                                 78,149.31-
                                                           78,149.31             78,149.31      78,149.31
426-1931   PREFIX TOTALS      78,149.31
```

9344

April 28, 1983

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9344

Gentlemen or Ladies:

On March 4, 1983, we wrote to you concerning release of final payment on Contract No. 9344 awarded to Oregon Asphaltic Paving Company for work on the UPRR Crossing to Birch Avenue Section of FAU 9877 in Multnomah County.

Final payment on this contract is $5,646.63 and the total contract amount is $264,677.86. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: Oregon Asphaltic Paving Company
1220 S.E. 190th Avenue
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9344

326-2575

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-1-83

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD
FROM 1/6/81
TO 2/28/83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9877(2)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $19,137.29 | $19,137.29 | 85.00% | $16,266.70 | $16,266.70 | $ 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
4/1/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (*Payee must not use this column*) |
|---|---|---|---|---|---|---|
| | UPRR Crossing to Birch Ave. Sec.<br>Multnomah County | | | | | |
| | Type Code ROWA | | | | | |
| | Right of Way (Sta. 0+00 To Sta. 5+45) | | | | | |
| | Right of Way | All Required | | | $14,830.00 | |
| | Total ROWA Cost | | | | $14,830.00 | |
| | Acquisition Expense | | | | | |
| | State | All Required | | | 4,307.29 | |
| | Total Cost | | | | $19,137.29 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 3/31/83. | | | | | |
| | Participating costs are for Right of Way incorporated in the final project and all costs have been previously certified by the ROWA Engineer. | | | | | |
| | Right of way plans approved by FHWA 10/5/81. | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

```
N BASIN AV-PAC HWY-PRTLD      CONT NO      FA PROJ NOS X1  9926005 100                                            STATE
                                  326   2574     295      00 N 9                          3,654.10CR       447.60
                                  326   2574     296      00 N 9                          3,654.10         447.60CR
                                  326   2574     407      00 N 1                                            36.60
                                  326   2574     411      00 N 1                                             4.20
                                  326   2574     903      00 N 1                                           370.50
                                  326   2574     920      00 P 1                               .65
                                  326   2574     920      00 N 1                               .65CR        30.30
                                  326   2574     930      00 N 1                                             6.00
                                                 TOT      P1                                   .65
                                                 TOT      N1                                   .65CR       447.60
                                              ** JOB TOTALS **                 **              **          447.60  **

UPXING-BIRCH AV(WOODVLG)      CONT NO    * FA PROJ NOS X10 9877002 100                                            STATE
                                  326   2575     296      00      Tr. ST.                                   37.78CR
                                  326   2575     296      00 P 1  "   "     37.78             37.78         37.78
                                  326   2575     296      00 N 9  "   "     37.78CR           76.19CR    20,100.88CR
                                  326   2575     297      00      "  CO.                                    37.78
                                  326   2575     297      00 P 1  "   "     37.78CR           37.78CR       37.78CR
                                  326   2575     297      00 N 9  "   "     37.78             37.78      3,834.18
                                  326   2575     298      00 N 9  "  Fed.                     38.41     16,266.70
                                  326   2575     401      00 P 1 Net cost Land Purchased                10,914.00 ✓
                                  326   2575     403      00 P 1 Est. Value of Bldgs.                    3,266.00 ✓
                                  326   2575     405      00 P 1 Severance Dam.                            650.00 ✓
                                  326   2575     407      00 P 1 Appr., Witness.                         1,406.16 ✓
                                  326   2575     412      00 P 1 Title cost & Recording Fees               580.33 ✓
                                  326   2575     414      00 P 1 Neg. Exp.                                 797.05 ✓

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    MARCH 1983      PAGE 1102

                                                                                  FISCAL        GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTI[illegible] F. GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                  326   2575     430      00 P 1 Appr Rev.                                 105.94 ✓
                                  326   2575     713      00 P 1 Business Reloc. Exp.                       60.00 ✓
                                  326   2575     920      00 P 1 Prog. Sec.                                 78.89 ✓
                                  326   2575     930      00 P 1 R/W office Exp.                         1,278.92 ✓
                                                 TOT      00
                                                 TOT      P1                                            19,137.29
                                              ** JOB TOTALS **                 **              **       19,137.29  **

FARIS RD-POWELL BLVD(GRESHAM) CONT NO      FA PROJ NOS X10 9867004 100                                            STATE
                                  326   2577     295      00 N 9                                       168,750.00
                                  326   2577     296      00 N 9         9,993.95CR      265,330.39CR 1,074,463.62CR
                                  326   2577     298      00 N 9         9,993.95        265,330.39     905,713.62
                                  326   2577     401      00 P 1         9,750.00        208,875.00     629,791.00
                                  326   2577     401      00 N 1                                          3,400.00
                                  326   2577     402      00 P 1                               4.41           4.41
                                  326   2577     403      00 P 1                          13,400.00     147,235.00
                                  326   2577     404      00 P 1
```

```
 PREFIX GRP FED AID PROJ    AGREEMENT    TOTAL COSTS    PARTIC.      % OF    FEDERAL      AMOUNT        ADJUSTMENT    AMOUNT OF
        FL    APPR           AMOUNT        TO DATE       AMOUNT      PARTIC.   SHARE     PREV. CLAIMED   AND CODE     THIS VOUCHER

          2  X10 -9926-006  106,250.00    125,000.00    125,000.00   85.00  106,250.00   106,250.00
                APPR-772
326-2571    PREFIX TOTALS   271,150.00    318,694.48    318,694.48          270,890.31   270,890.31
326-2574 1  X1  -9926-005                     447.60                 85.00
                APPR-823
326-2575 1* X10 -9877-002    16,266.70     19,137.29     19,137.29   85.00   16,266.70    16,266.70
                APPR-772
326-2577 1  X10 -9867-004   990,250.00   1070,711.73   1065,956.21   85.00  906,062.78   906,062.78
                APPR-772
326-2578 1  X1  -9326-007   106,250.00     82,140.72     82,140.72   85.00   69,819.61    69,819.61
                APPR-823
326-2580 1  X10 -9891-003    63,750.00     84,101.56     83,518.23   85.00   70,990.50    63,750.00    7,240.50 B
                APPR-772
326-2581 1  X10 -9302-002    43,775.00     56,486.32     56,486.32   85.00   48,013.37    43,775.00    4,238.37 B
                APPR-580
326-2586 1  X10 -9867-007   328,100.00      7,713.20      6,924.10   85.00    5,885.49     5,885.49
                APPR-580
326-2587 1  X10 -9300-007   120,700.00     37,489.34     37,489.34   85.00   31,865.94    31,865.94
                APPR-580
326-2592 1  X10 -9822-007                   7,805.08      7,805.08   85.00    6,634.32                 6,634.32 A
                APPR-580
327-2510 1  M   -6120-002    29,970.00      2,244.66      2,244.66   88.15    1,978.67     1,978.67
                APPR-W32
331-2509 1* M   -4645-002    13,405.14     15,674.74     15,623.71   85.80   13,405.14    13,405.14
                APPR-W32
         2* TQM -4645-002    11,608.00      3,529.14     13,529.14   85.80   11,608.00    11,608.00
                APPR-124
331-2509    PREFIX TOTALS    25,013.14     29,203.88     29,152.85           25,013.14    25,013.14
333-2510 1* M   -4031-002    63,026.54     69,349.18     71,474.87   88.18   63,026.54    63,026.54
                APPR-W32
334-2526 1  M   -0000-011   101,500.00    227,872.80    207,016.50   88.10  182,381.54   101,500.00   80,881.54 B
                APPR-[illegible]6
334-2533 1  X10 -908[illegible]-003   660,025.00    801,644.75    800,543.20   85.00  680,461.72   660,025.00   20,436.72 B
                APPR-772
334-2538 1  X10 -9088-004   506,345.00    303,960.28    303,772.25   85.00  258,206.41   229,351.19                28,855.22
                APPR-580
334-2540 1  X10 -9022-007   238,000.00     48,907.85     48,778.53   85.00   41,461.75    31,803.95                 9,657.80
                APPR-580
336-2513 1* M   -5885-002     7,647.03      8,675.02      8,675.02   88.15    7,647.03     7,647.03
                APPR-W32
434-2535 1  BROS-3400-007     2,000.00      2,000.00      2,000.00  100.00    2,000.00     2,000.00
                APPR-117
          9                                 2,000.00-

434-2535    PREFIX TOTALS     2,000.00                    2,000.00            2,000.00     2,000.00
436-2514 1  RRO -000S-037                                           100.00
                APPR-685
          9

436-2514    PREFIX TOTALS
```

9344

STATE OF OREGON

INTEROFFICE MEMO

TO: V. E. Skoog
Controller

DATE: March 22, 1983

FROM: D. E. Swan
Program Control Engineer

Original Signed By
D. E. Swan

SUBJECT: Final Voucher

Right-of-way settlements have been completed on the following projects. Please take necessary action for submission of final vouchers on these projects.

| | |
|---|---|
| F-1(12) | 32nd St. - Crest Motel (Astoria) Section |
| IX-9877(2) | U.P.R.R. Crossing to Birch Ave. Section |

cc: Gary Zehner
Shirley Williams

81-125-1387

934-

D

3-1-83

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Const. Co.<br>No. 9501 | McKay Cr. (Sumac) Bridge<br>Umatilla County | Feb. 1, 1983 |
| Ross Bros. Const., Inc.<br>No. 9414 | Fifteenmile Cr. Br. No. 15711A<br>Wasco County | Feb. 2, 1983 |
| Serenity Builders, Inc.<br>No. 9440 | Santiam & Oak Grove SRAs<br>Marion & Linn Counties | Feb. 2, 1983 |
| Ameada Mining & Construction Co., Inc.<br>No. 9532 | Celilo Rock Production<br>Wasco County | Feb. 2, 1983 |
| Joe Preso Const., Inc.<br>No. 9454 | Big Creek Bridge<br>Union County | Feb. 2, 1983 |
| Cascade Const. Co., Inc.<br>No. 9167 | NE Col. Blvd.-NE Weidler St. (Unit 3)<br>Multnomah County | Feb. 3, 1983 |
| Schoolhouse R Electric<br>No. 9520 | Crater Lake Hwy.@ Fred Meyer Access (Medford)<br>Jackson County | Feb. 8, 1983 |
| Salem Sand & Gravel Co.<br>No. 9467 | Willamette River (Marion Street) Bridge<br>Marion County | Feb. 8, 1983 |
| Harry B. Stanley<br>No. 9176 | Sunset Hills Memorial Park (Cemetery) Access<br>Washington County | Feb. 11, 1983 |
| Eugene Sand & Gravel,Inc.<br>No. 9372 | Willamette Hwy.@ Cloverdale Rd.<br>Lane County | Feb. 15, 1983 |
| Bracelin-Yeager Excavating & Trucking,Inc.<br>No. 9495 | Arizona Inn Slide<br>Curry County | Feb. 23, 1983 |

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Oregon Asphaltic Paving Co.<br>No. 9344 | UPRR Crossing to Birch Ave.<br>Multnomah County | Feb. 24, 1983 |
| Phil Howell Const.<br>No. 9466 | Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas<br>Hood River & Wasco Counties | Feb. 28, 1983 |
| S. J. Groves & Sons Co. & Guy F. Atkinson Co., J.V.<br>No. 8905 | Columbia River Bridge (N. Channel Superstructure)<br>Multnomah, OR & Clark, WA Counties | Feb. 28, 1983 |

March 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9344

Mult. Co.

## STATEMENT OF OVERRUNS AND UNDERRUNS

Versteeg
Anderson
2 Adams
Sullivan
Tarpin

RECEIVED
1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

UPRR Crossing to Birch Ave.
FAU 9877 (NE 238th Drive)
Prefix: 326-1041
FAP: 1X 9877003
Contract: 9344

| ITEM | CONTRACT AMOUNT | | FINAL COST | % DIFF |
|---|---|---|---|---|
| Bid Items | 244,752.75 | | 250,766.08 | + 2% |
| Anticipated Items | 3,280.00 | * | 2,280.00 | - 30% |
| Contingencies | 11,161.47 | | 14,173.29 | + 27% |
| Engineering | 22,322.95 | * | 30,000.00 | + 34% |
| Total Authorization | 281,517.17 | | 297,219.37 | + 6% |

* Items are approximate. At present time County Cost Accounting System is under revision and exact figures are unobtainable.

### INDIVIDUAL OVERRUNS AND UNDERRUNS

(All Substantial changes were evaluated and only those listed below meaningfully affected total project cost)

| NO. | ITEM | CONTRACT AMOUNT | FINAL COST | % DIFF |
|---|---|---|---|---|
| 9 | Extra For Pavement Removal | 5781.50 | 7471.17 | + 29% |
| 10 | Sand Fill | 600.00 | 3570.00 | + 595% |
| 20 | 24 Inch Sewer Pipe | 2729.50 | 3450.50 | + 26% |
| PA #1 | 10" Ductile Iron Pipe | 0.00 | 4205.61 | + 100% |
| PA #3 | Substute 1"-0 for Bid Item 15 & 16 | 24332.00 | 32582.90 | + 34% |
| PA #5 | Cement treated SG | 0 | 7845.29 | + 100% |
| PA #6A | Extra for Concourse/ dwy Connections | 0 | 1035.44 | + 100% |

IREM 9 (EXTRA FOR PAVEMENT REMOVAL)

Original estimate of quantities was erroneous, estimator neglected concourse areas and widened areas at intersection of Halsey St. plus taper areas on Halsey East & West.

ITEM 10 (SAND FILL)

Sand Fill was used as trench backfill for the entire storm system due to unsuitable native material encountered. Granular backfill should have been estimated for this project and was not!!

ITEM 20 (24" SEWER PIPE)

Overrun was due to the use of special pipe pieces ie. "Y", 1/4 bends and extra allowance therefor.

### PA #1 (10" DUCTILE IRON PIPE)

PA #1 was necessary because of the elevation of the existing sanitary sewer vic. of sta. 4+00 N. Existing line was approx. 1º foot below SG and was 10" non reinforced concrete pipe. Line was replaced because it would not take wheel loading of construction equiptment.

### PA #3 (SUBSTITUTE 1 1/2"-0 & 3/4-0 with 1"-0)

Overrun was due to more rock needed at all taper sections ie. tapers on Halsey East & West, taper at North end of project and taper at South end. Also rock area under curbs and that area of approx. 1º foot back of curb.

### PA #5 (CEMENT TREAT SG)

Due to excessive moisture and the inability of the contractor to obtain 95% compaction after repeated attempts to aerate SG it was necessary to procede with cement treating. After cement treating compaction tests showed passing results and construction was continued.

### PA #6A (EXTRA FOR CONCOURSE/DWY CONNECTION)

Estimator neglected to provide means of payment for extra work necessary to pave concourse and dwy connections.

# NARRATIVE REPORT

UPRR Crossing to Birch Ave.
FAU 9877 (NE 238th Drive)
Prefix: 326-1041
FAP: 1X9877003
Contract: 9344

The contract for this project was awarded to Oregon Asphaltic Paving Co. 16 Sept. 1981. Construction signing started on 9 Feb. 82 and all signs were in place by 17 March 82.

General Excavation was started 24 March 82 at south end of project on west side in accordance with phase construction i.e., excavate outside lanes first, construct rock & bit base surfaces to enable traffic to use, then excavate center lanes and repeat process. The major problem encountered was soft SG. This problem was solved by cement treating (see PA #5).

Concrete work started 26 April 82 and proceded without any major problems.

Traffic signal construction began on 5 May 82 with signal pole base construction and proceded without delay; however due to overhead utility line interference strain pole #3 was moved and an additional pedestrian signal pole was added (see PA #4).

Storm sewer construction started 18 May 82 at Sta $3+68^{50}$ (specific MH). Storm sewer was moved $4^{0}$ w'ly to facilitate traffic movement (see as-builts). Due to unsuitable native backfill encountered entire trench was backfilled with BI #10 (5sand fill).

After much delay due to soft subgrade cement treating was approved 29 June 82 and began on 30 June 82 by Cascade Construction. After SG was finally approved 6 July 82 contractor proceded with base rock and bit base. Top lift of AC was placed 9 July 82.

Signal loops, masonry gunite walls misc. concrete work, seeding and planting and clean-up were completed by 29 July 82. At this time project is complete and looks good.

RM:vh

Roy Morrison
Project Manager
Multnomah County

1

2

9344

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: July 29, 1982

R. D. Church by MK

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9344, Work Completed July 23, 1982
Project UPRR X'ing-Birch Ave.
Highway FAU 9877 (NE 238th Dr.)
County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Ed Haury
Leo King

-125-1387

9344

2.

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: UPRR Crossing to Birch Ave.

WEEK ENDING: 7-16-82

SECTION PREFIX: 326-1041

HIGHWAY: N.E. 238th Dr.

COUNTY: Multnomah

NAME OF JOB: N.E. 238th Dr.

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: Oregon Asphaltic Paving

CONTRACT NUMBER: 9344

FEDERAL AID PROJECT NUMBER: IX 9877 (3)

DATE OF CONTRACT: September 16, 1981

DATE WORK STARTED: 2-9-82

ESTIMATED COMPLETION DATE: July 1, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 210

CALENDAR DAYS USED: 202

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 96%

PROJECT AUTHORIZATION: $281,517.17

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%

EXCLUSIVE OF ENGINEERING: $259,194.22

ENGINEERING AUTHORIZATION: $22,322.45

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $259,194.22

ENGINEERING COST TO DATE: $29,136.09

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION: 131%

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 99% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | .22 | .22 | | | .22 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | .22 | .22 | | | .22 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 3,930 | 1,800 | | | 840 |
| TOTAL QUANTITIES CORRECTED TO DATE | 3.930 | 1,800 | | | 840 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Bobcat Loader, Concrete Saw and Backhoe

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 11 | Sunny | 1 | | |
| MONDAY | 12 | Sunny | 1 | | |
| TUESDAY | 13 | Sunny | 1 | | |
| WEDNESDAY | 14 | Cloudy | 1 | | |
| THURSDAY | 15 | Cloudy | 1 | | |
| FRIDAY | 16 | Sunny | 1 | | |
| SATURDAY | 10 | Sunny | 1 | | |

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CONSTRUCTION
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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 11 | No Work By Contractor |
| MONDAY 12 | No Work By Contractor |
| TUESDAY 13 | Graded Shoulders and work on West Wall |
| WEDNESDAY 14 | Working on West Wall |
| THURSDAY 15 | Working on West Wall |
| FRIDAY 16 | Working on East and West Wall Change Pedestrian Head to Pedestrian Pole.<br>Back Filling Walks and General Clean up. |
| SATURDAY 10 | No Work By Contractor |

## REMARKS

Accomplished This Week: Graded shoulder and complete block wall.

Anticapted Next Week: Pave driveways, cut loops, and complete all clean up.

SIGNED ____________ LOCATION ____________

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9344

3-18-82

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9827(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80391
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-16-82
8. FEDERAL ROUTE NUMBER FAU-9877
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

U.P.R.R. X'ing - Birch Avenue (Wood Village) Section

11. GENERAL DESCRIPTION OF WORK

Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advancd authorization date of 2-16-82 as requested in Mr. Keasey's letter of 3-11-82 as being in the public interest for the use of Multnomah Forces to proceed with the above work. State Force Order No. 1 representing work performed by Multnomah County Forces is approved for a TEC of $1,700 Federal Funds $1,445.

Funds obligated at PS&E as anticipated item.

RECEIVED
[illegible]
REFER TO
Moelmig

14. DATE 3-18-82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9344

STATE COPY 2.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>11-81 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>11-10-81 | STATE Oregon<br>COUNTY Multnomah<br>PROJECT NO. IX-9877(3) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

UPRR X'ing-Birch Ave. (Wood Village)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-5-81 | 0.00 |

OTHER *(Specify)*

FUNDS PRO RATA 85%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 323,766.00 | FEDERAL FUNDS<br>$ 275,200.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Hwy. Engineer
*(Title)*

XXX For: H.S. Coulter
By

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator NOV 1 0 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Federal Aid Project
No. IX 9877(3)

Oregon State Highway Division
Salem, Oregon, September 22, 1981

UPRR Crossing-Birch Ave. (Wood Village) Section
FAU 9877 (N.E. 238th Ave.)
Multnomah County

Project Agreement Estimate

Type Code Y008
Channelization (Sta. 5+28 N. thru EQ. 0+00 to Sta. 6+00 S.)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 5,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,000.00 |
| Temporary Signs | 146 Sq.Ft. | 7.00 | 1,022.00 |
| Temporary Barricades | 2 Each | 85.00 | 170.00 |
| Flagmen | 580 Hours | 22.00 | 12,760.00 |
| Clearing and Grubbing | All Required | | 2,270.00 |
| Removal of Structures and Obstructions | All Required | | 1,030.00 |
| General Excavation | 3,930 Cu.Yd. | 4.38 | 17,213.40 |
| Extra for Pavement Removal | 3,730 Sq.Yd. | 1.55 | 5,781.50 |
| Sand Fill | 60 Cu.Yd. | 10.00 | 600.00 |
| Trench Excavation | 490 Cu.Yd. | 9.27 | 4,542.30 |
| Watering | 75 M.-Gal. | 8.00 | 600.00 |
| Bituminous Base Mixture | 1,800 Ton | 16.80 | 30,240.00 |
| Asphalt Cement in Mixture | 155 Ton | 190.00 | 29,450.00 |
| 1 1/2"-0 Aggregate Base | 3,000 Ton | 7.70 | 23,100.00 |
| 3/4"-0 Aggregate Base | 160 Ton | 7.70 | 1,232.00 |
| Class "B" or Class "C" Asphalt Concrete Mixture | 840 Ton | 17.40 | 14,616.00 |
| 8-inch Sewer Pipe | 135 Lin.Ft. | 12.88 | 1,738.80 |
| 12-inch Sewer Pipe | 380 Lin.Ft. | 20.60 | 7,828.00 |
| 24-inch Sewer Pipe | 53 Lin.Ft. | 51.50 | 2,729.50 |
| 36-inch Sewer Pipe | 60 Lin.Ft. | 79.31 | 4,758.60 |
| Extra for Pipe Under Pavement | 32 Lin.Ft. | 15.45 | 494.40 |
| Bedding Material | 65 Cu.Yd. | 15.45 | 1,004.25 |
| Concrete Manholes | 2 Each | 1,545.00 | 3,090.00 |
| Special Manholes | 1 Each | 5,150.00 | 5,150.00 |
| Concrete Inlets, Type P-45 | 2 Each | 515.00 | 1,030.00 |
| Concrete Inlets, Type CG-1 | 2 Each | 566.00 | 1,132.00 |
| Setting Monument Boxes | 1 Each | 100.00 | 100.00 |
| 4-inch Concrete Walks and Driveways | 790 Sq.Yd. | 11.57 | 9,140.30 |
| 6-inch Concrete Driveways | 190 Sq.Yd. | 15.33 | 2,912.70 |
| Concrete Curbs | 1,400 Lin.Ft. | 4.27 | 5,978.00 |
| Lawn Construction | 5,000 Sq.Ft. | 0.31 | 1,550.00 |
| Masonry Gunite Retaining Walls | 900 Sq.Ft. | 7.21 | 6,489.00 |
| Relocate Chain Link Fence | 100 Lin.Ft. | 5.00 | 500.00 |
| | | | $207,252.75 |

| | | |
|---|---|---|
| Anticipated Items<br>Permanent Pavement Striping | All Required | $ 1,700.00 |
| | Subtotal | $208,952.75 |
| | Engineering | 28,208.25 |
| | Total | $237,161.00 |

Type Code Y031
Traffic Signal (FAU 9877 (N.E. 238th))

| | | |
|---|---|---|
| Traffic Signal Installation | All Required | $ 37,250.00 |
| Anticipated Items<br>Signal Turn On | All Required | $ 500.00 |
| | Subtotal | $ 37,750.00 |
| | Engineering | 4,016.00 |
| | Engineering (Sig. Contr. Testing) | 1,080.00 |
| | Total | $ 42,846.00 |

Length in miles ............................ 0.21 mile

SUMMARY OF FUNDS (85%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Channelization | $237,161 | $201,586 | $ 35,575 |
| Traffic Signal | 42,846 | 36,419 | 6,427 |
| Subtotal | $280,007 | $238,005 | $ 42,002 |
| Reserve | 43,759 | 37,195 | 6,564 |
| Total | $323,766 | $275,200 | $ 48,566 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9344 |
| Prefix: | 326-1961 (P.E.)<br>326-1041 (Cont.) |

UPRR Crossing to Birch Ave. Section
FAU 9877 (N.E. 238th Ave.)
(Nonparticipating-State work)

| | | | |
|---|---|---|---|
| Furnish and Installing Mail Box Posts | 5 Each | $ 50.00 | $ 250.00 |

#9344 10-19-81 L.

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9877(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80391

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/81

8. FEDERAL ROUTE NUMBER FAU 9877

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
UPRR X'ing - Birch Avenue (Wood Village)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/7/81 I approve the revised Preliminary Engineering Costs to a TEC of $38,430 Federal Funds $32,865.

(Increase TEC $8,430 Federal Funds $7,165 Appn. Code 772)

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9.344

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 8, 1981

File No: 326-1961

TO: T.A. SPENCE
Plan & Program Manager

FROM: E.C. MERSHON E.C. Mershon
Program Engineer

SUBJECT: UPRR X'ing-Birch
NE 238th Ave.
Multnomah County

There is a surplus of $40,825 (federal) in the federal obligation for construction of this project. This is the net balance remaining after transfers to other Multnomah County projects as requested in our letter to Dave Moehring dated August 28, 1981.

As per your instructions, we will delay designating where these funds are to be transferred pending a review of project priorities at MSD following the October 8 bid opening.

ECM:JS

cc: D.R. Adams
J.E. Gaither
G.E. Zehner

9344

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 7, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Program Change
Item No. 80391
Project No. IX-9877(1)
UPRR Xing-Birch Ave. (Wood Village)
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter form Mr. Terpin dated September 18, 1981.

Approval of this request will involve an increase of $8,430.00 in total cost and Federal obligation of $7,165.00 in Interstate Substitution General Funds with revised financing as follows:

| | TEC | FF | Appn Code | % |
|---|---|---|---|---|
| Present | $38,430.00 | $32,865.00 | 823 | 85.77 |
| Previous | 30,000.00 | 25,700.00 | 772 | 85.0 |
| Difference | $ 8,430.00 | $ 7,165.00 | | |

Funds for this increase will be available from a release of funds on Project IX-9877(3) by project agreement under separate action.

RHZ:bkc
Attachment

| | | | |
|---|---|---|---|
| cc: | R.N. Bothman | (Metro) | E.L. Hardt (Region 1) |
| | F.E. Terpin | | Gary Zehner (w/att.) |
| | Judy Smith | (Metro) | General Files |
| | Jon Rose | (Metro) | |

Form 734-3122

9344

**STATE OF OREGON**
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**
Telephone: 238-8226
Date: September 2, 1981

File No: 26-1998
326-1961

TO: T.A. SPENCE
Plan & Program Manager

FROM: E.C. MERSHON E.C. Mershon
Program Engineer

SUBJECT: SE 82nd-SE 92nd UPRR X'ing-Birch
Powell Blvd 238th Ave.
26-1998 326-1961
Multnomah County

Bids for the two subject projects were opened on August 27. Low bids received were under the engineer's estimate. The estimated contract authorizations including engineering and contingencies follow:

| | | |
|---|---|---|
| 82nd-92nd, Powell | $1,115,705 (TEC) | $ 948,349 (federal) |
| UPRR X'ing-Birch, 238th | $ 281,517 (TEC) | $ 239,289 (federal) |

Comparing the estimated contract authorization with the existing federal obligation shows that there is excess obligational authority on these projects. Project Management recommends that we retain approximately 15 percent above the contract authorization to fund potential overruns. The following is a calculation of the existing obligation compared to the contract authorization plus 15 percent. There is a balance of federal funds available for transfer from each project.

| | Existing Obligation (ff) | Estimated Cont. Auth. Plus 15% (ff) | Balance Available (ff) |
|---|---|---|---|
| 82nd-92nd, Powell | $2,056,498 | $1,090,600 | $ 965,898 |
| UPRR X'ing-Birch, 238th | $ 328,690* | $ 275,200 | $ 53,490 |

*Reflects transfers to other Multnomah Co. projects requested on 8/28/81.

Project Management will await our direction before taking any action with the balance available for transfer.

ECM:JS

cc: R.N. Bothman
D.R. Adams
J.R. Rose
D.E. Swan
G.E. Zehner
J. Gaither
C. Laux
R.C. Brooks

9341 L

STATE OF OREGON
HIGHWAY DIVISION - ODOT

# INTEROFFICE MEMO

LOC 3

DATE: August 31, 1981

TO: FILE

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 27, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 27, 1981 on the following projects:

1. Medford Traffic Signal Project (City Wide)
   Jackson County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Benton County Pavement Markings No. 2
   Various County Roads, Benton County
   Pavement Markings

   Same as No. 1.

3. Williamson River Bridge
   Modoc Point Highway, Klamath County
   Structure

   31-foot 3-inch roadway on structure; maximum approach width has 12-foot lanes with 4-foot shoulder.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "...footpaths and trails are not required to be established....where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

4. Sunnyside Road-Commercial Street (Salem)
   Hilficker Lane, Marion County
   Grading and Paving

   40-foot roadway with 5-foot sidewalks for pedestrian and bicycle traffic.

5. UPRR Crossing to Birch Avenue (Wood Village)
   N.E. 238th Drive, Multnomah County
   Grading and Paving

   44-foot roadway with 7-foot sidewalks for pedestrian and bicycle traffic.

6. S.E. 82nd Avenue-S.E. 92nd Avenue
   Powell Boulevard, Multnomah County

   4- to 6-lane section with 12-foot median lane. 7-foot sidewalks provided for pedestrian and bicycle traffic.

7. McFee Creek (Midway Road) Bridge
   Midway Road, Washington County
   Structure

   28-foot roadway on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established .....if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

DES:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9344

August 28, 1981

ACC

Mr. Oliver J. Domreis
County Engineer
Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Dear Mr. Domreis:

On August 27, 1981 the Highway Division received a satisfactory bid from Oregon Asphaltic Paving Co., 1220 S.E. 190th Avenue, Portland, Oregon 97233, for the UPRR Crossing-Birch Avenue Section of N.E. 238th Avenue. We anticipate the construction cost to be:

| | | |
|---|---|---|
| Contractor's Bid | | $244,752.75 |
| Anticipated Additional Items: | | |
| Permanent Pavement Striping | $1,700 | |
| Signal Controller Testing | 1,080 | |
| Signal Turn-On | 500 | $ 3,280.00 |
| SUBTOTAL | | $248,032.75 |
| 4 1/2% Contingencies | | 11,161.47 |
| ESTIMATED CONSTRUCTION COST(LESS CONST. ENG.) | | $259,194.22 |

County's Advance Deposit:
15% of $259,194.22 = $38,879.13 or say $38,880 (rounded)

We will award the contract when we receive your advance deposit, which should arrive no later than September 18, 1981.

The attached sheet describes the options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 940: Jon Rose, Metro
Vern Skoog - Please return completed AD # 940 when advance deposit is received.

9-16-81
Rec'd $38,880
&
Notified Haury

9344

Form E-39 (Rev. 9-71)

Planning File 78-9

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

CANCELLED
Contract No 9344
8/27/81

Section UPRR CROSSING - NE BIRCH AVENUE
Date August 17, 1981
Highway NE 238th Avenue (FAU 9877)
Authorization No. 2
County Multnomah #26
Survey Prefix 326-1961 (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing NE 238th Ave. beginning at the UPRR crossing and continuing south 400 feet past Halsey to Birch Avenue. The overall length is 0.22 mile.

Proposed: To modify the intersection of 238th and Halsey providing left turn refuges on all four approaches. Improvements to include concrete curb and sidewalk where possible, and a bus bay on Halsey on the northwest corner.

Purpose of survey: County to perform field survey, prepare plans, specifications and estimate.

State to monitor PE, review plans, and complete PS&E.

Estimate of cost: $339,200 (construction)
Funding: FAIX (Federal Aid No. IX-9877(1)) 1019-81
Class II, Categorical Exclusion

| | | |
|---|---|---|
| Field Survey | (901) | 1,100 |
| Citizen Participation | (902) | |
| City or County | (903) | 31,000 |
| Consultant | (904) | |
| Final Design | (905) | 850 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | 1,150 |
| Traffic | (911) | 660 |
| Landscape | (912) | |
| Liaison R/W | (913) | 350 |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engineering Graphics | (919) | |
| Project Management | (920) | 100 |
| Specifications | (921) | 2,500 |
| Administrative Services | (922) | 100 |
| Environmental | (923) | 620 |
| Dept. of Transportation | (924) | |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | |
| Seminars & Training | (950) | |
| Hearings | (980) | |
| Personal Leave Time | (960) | |

Balance Out

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
NOV 5 1981
LOCATION SECTION

| | |
|---|---|
| Total estimated cost of survey | $ 38,430 |
| Previous authorization | 30,000 |
| Additional authorization requested | 8,430 |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:
Curtis H. Duval
~~Field Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

W

9344

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-81

## LETTER OF APPRO L AND/OR AUTHORIZATION

4

1. FEDERAL-AID PROJECT NO.: IX-9877(3)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80391

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/5/81

8. FEDERAL ROUTE NUMBER: FAU 9877

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
UPRR X'ing - Birch Avenue (Wood Village) Section

11. GENERAL DESCRIPTION OF WORK:
Channelization and Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,700
Signal Turn-on $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $478,825 Federal Funds $407,000.

A signed copy of the Title Sheet is returned herewith.

(The above authorization does not require an additional obligation of funds)

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info Inves B/O D/R Sign Act File

14. DATE: 8/5/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K.

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7314

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 726

7-22-81

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-9877(2) Prefix 326-1961

Project Name UPRR Crossing - Birch Ave (Wood Village) NE 238th Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RIGH
REC

F

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of __________, 19__

County of ____________________

R/W ACQUIRED BY STATE.

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 7-22-81

____________________
County Judge/Chairman

____________________
Commissioner

____________________
Commissioner

Instructions: Complete A or B and C.
R/W File No. ________

M

9344

Section UPRR Crossing & Birch Ave. Programmi Estimate $

Highway FAU 9877 (NE 238th Ave.) Project Length 0.21 miles

County Multnomah 7-22-81 Completion Time 210 cal. days

Kind of Work Grading, Paving & Signals Est. Comp. Date 7-24-82

Prefix 326-1961 Letting Date August 27, 1981 Project No. IX-9877(3)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 297,146.50

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment. . . . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping . . . . . . . . . . | 1,700 | |
| Temporary Pavement Striping. . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . . | | |
| Temporary Erosion Control . . . . . . . . . . . | | |
| State Furnished . . . . . . | | $ 3,280 |
| Roadside Seeding & Mulching . . . . . . . . . . | | |
| Asphalt Cement Adjustment . . . . . . . . . . . | | |
| On the Job Trainees . . . . . . . . . . . . . . . | | |
| State Responsibility for Damages . . . . . . . . . | | |
| Signal Controller Testing (Engineering) . . . . . . | 1,080 | |
| ~~"OPTICOM" Testing (Engineering)~~ Signal Turn on | 500 | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . . | | |

Adjust Utilities:

Subtotal $ 300,426.50

Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . . . 13,519.19

Engineering ([illegible] 9, [illegible]%) . . . . . . . . . . . . . . 27,038.39

Subtotal $

Credit for . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . . . . . . . $ 340,984.08

APPROVED

Rec'd 7-22-81

Q OK

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~-COST ESTIMATE

Sheet 1 of 2
Date 3-23-81

Section U.P.R.R. Crossing To Birch Ave. Section
County Multnomah
Kind Of Work Grading, Paving & Signals
Length 0.21mi
Name Galloway

3-27-81

| No | Item | Code | Unit | Quant. | Unit Cost | Total 81 |
|---|---|---|---|---|---|---|
| | Mobilization | | Lump Sum | All | (5%) | 14,200- |
| | Temporary Protection And Direction Of Traffic | | Lump Sum | All | — | $9,600^{00}$ |
| | Temporary Signs | | Sq. Ft. | 146 | $6^{00}$ | 876- |
| | Temporary Barricades | | Each | 2 | $125^{00}$ | 250- |
| | Flagmen | | Hour | 580 | $23^{50}$ | 13,630- |
| | ROADWORK | | | | | |
| | Clearing And Grubbing | | Lump Sum | All | — | $2,000^{00}$ |
| | Removal Of Structures And Obstructions | | Lump Sum | All | — | $4,000^{00}$ |
| | General Excavation | | Cu. Yd. | 3,930 | $5^{70}$ | 22,401- |
| | Extra For Pavement Removal | | Sq. Yd. | 3,730 | $2^{00}$ | 7,460- |
| | Sand Fill | | Cu. Yd. | 60 | $10^{00}$ | 600- |
| | Trench Excavation | | Cu. Yd | 490 | $8^{00}$ | 3,920- |
| | Watering | | M. Gal. | 75 | $10^{00}$ | 750- |
| | Bituminous Base Mixture | | Ton | 1,800 | $17^{00}$ | 30,600- |
| | Asphalt Cement In Mixture | | Ton | 155 | $205^{00}$ | 31,775 |
| | 1½"-0 Aggregate Base | | Ton | 3,000 | $9^{00}$ | 27,000 |
| | ¾"-0 Aggregate Base | | Ton | 160 | $9^{00}$ | 1,440- |
| | Class "B" Or Class "C" Asphalt Concrete Mixture | | Ton | 840 | $17^{00}$ | 14,280- |
| | 8-inch Sewer Pipe | | Lin. Ft. | 135 | $8^{50}$ | $1,147^{50}$ |
| | 18-inch Sewer Pipe | | Lin. Ft. | 380 | $16^{50}$ | 6,270- |
| | 24-inch Sewer Pipe | | Lin. Ft. | 53 | $29^{00}$ | 1,537 |
| | 36-inch Sewer Pipe | | Lin. Ft | 60 | $54^{50}$ | 3,270 |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 3-23-81

Section UPRR Crossing to Birch Ave.
County Multnomah
Kind Of Work Grading, Paving & Signals
Length 0.21mi.
Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 2 | Extra For Pipe Under Pavement |  | Lin. Ft. | 32 | $10^{00}$ | 320 |
| 3 | Bedding Material |  | Cu. Yd. | 65 | $20^{00}$ | 1,300 |
| 4 | Concrete Manholes |  | Each | 2 | $1500^{00}$ | 3,000 |
| 5 | Special Manholes |  | Each | 1 | $3500^{00}$ | 3,500 |
|  | Concrete Inlets, Type P-45 |  | Each | 2 | $600^{00}$ | 1,200 |
|  | Concrete Inlets, Type CG-1 |  | Each | 2 | $500^{00}$ | 1,000 |
|  | Setting Monument Boxes |  | Each | 1 | $100^{00}$ | 100 |
|  | 4-inch Concrete Walks And Driveways |  | Sq. Yd. | 790 | $18^{00}$ | 14,220 |
|  | 6-inch Concrete Driveways |  | Sq. Yd | 190 | $20^{00}$ | 3800 |
|  | Concrete Curbs |  | Lin. Ft. | 1,400 | $4^{50}$ | 6,300 |
|  | Lawn Construction |  | Sq. Ft. | 5,000 | $0^{15}$ | 750 |
|  | Masonry Granite Retaining Walls |  | Sq. Ft. | 900 | $8^{50}$ | 7650 |
|  | Relocate Chain Link Fence |  | Lin. Ft. | 100 | $15^{00}$ | 1,500 |
|  | ~~Setting~~ Furnishing and Installing Mailbox Posts |  | Each | 5 | $100^{00}$ | 500 |
|  |  |  |  |  |  |  |
|  | TRAFFIC SIGNALS |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  | Traffic Signal Installation, Complete |  | Lump Sum | All | — | 55,000 |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  | 211,141 |

9344

2-18-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9877(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80391

6. TO

[redacted]

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

|  |  |  |
|---|---|---|
| 7. DATE AUTHORIZATION EFFECTIVE<br>2/18/81 | 8. FEDERAL ROUTE NUMBER<br>FAU 9877 | 9. STATE ROUTE NUMBER<br>County Road |

10. GENERAL LOCATION:

UPRR Crossing - Birch Avenue (Wood Village) Section

11. GENERAL DESCRIPTION OF WORK

Channelization and Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are authorized to proceed with actions necessary to advance the subject project at a TEC of $478,825 Federal Funds $407,000.

[redacted]

RECEIVED
STATE HWY ENGR
APR 6'81
REFER TO Moehring
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

|  |  |  |
|---|---|---|
| 14. DATE<br>2/18/81 | 15. SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hessner | 16. TITLE<br>Acting Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9344

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 18, 1981

TO: Robert B. Hathaway
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80391
Project No. IX-9877(3)
UPRR Crossing-Birch Ave. (Wood Village) Sec.
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $478,825 with an obligation of $407,000 in Federal funds.

This request is based on the August 30, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
**Gary Zehner w/att.**
General Files

Form 734-3122

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

## FEDERAL-AID PROGRAM DATA
(PPM 21-1)

| | |
|---|---|
| MONTHLY TRANSACTION NO. | |
| DATE SUBMITTED TO W.O. | 2-18-81 |

| CARD | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | | PRESENT | FUTURE (66) (70) | YEAR (71) (72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | | City St., UPRR X'ing, S. 0.2 mi. (Wood Village) | ADT | 12,900 | ---- | -- | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 28 | PROJECT NUMBER NUMBER 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Channelization & Traf. Signals | | ▨ | ▨ | ▨ | ▨ | | | IX- | 9877 |

| CARD | | |
|---|---|---|
| 4 | CLASS OF FEDERAL FUNDS: INTERSTATE SUBSTITUTIONS GENERAL FUNDED | COUNTY NAME: MULTNOMAH |
| | NAME OF URBAN AREA 17-31: PORTLAND | ROUTE NO. U · FEDERAL-AID 9877* (32) · STATE Street (36) · U.S. (37) --- |

ESTIMATED PROJECT COST BY PHASES

| CARD | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | CLASS 42 | WORK TYPE 43 46 | WORK STEP 53 | TERMINI (Full description) | MILES (54) (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS 85% (67) (76) | STATE FUNDS | OTHER FUNDS COUNTY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE)<br>Y008<br>Y031 | | "UPRR Crossing-Birch Ave. (Wood Village) Sec." | 0.0 | 478,825 | (Mt. Hood)<br>407,000 | ---- | 71,825 |

| CARD | CODE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | PREPARED BY | JLG | PROJECT TOTALS | 0.0 | 478,825 (18) (23) | 407,000 (24) (33) | ---- | 71,825 |
| 1 | 14 | PROGRAM APPROVAL DATES | 9-5-78<br>10-1-80 | | | | | | |

*NE 238th Ave.

REMARKS
Additional Data: Item No. 8039
IX-9877(1) &

3261961

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-18-81

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| JECT LOCATION (45 typewriter spaces)<br>ty St., UPRR X'ing, S. 0.2 mi. (Wood Village | ADT | PRESENT<br>12,900 | FUTURE<br>---- | YEAR<br>-- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>772 | ITEM NO.<br>80391 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WORK (35 typewriter<br>Traf. Signals | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>IX- | NUMBER<br>9877 | SEQ. NO.<br>(3) | I Projects Only<br>POST MI. | DESIG. |

NTERSTATE SUBSTITUTIONS GENERAL FUNDED

PORTLAND

COUNTY NAME: MULTNOMAH
CODE: 051

ROUTE NO. U
FEDERAL-AID: 9877*
STATE: Street
U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS | OTHER FUNDS COUNTY | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | |
| OW | | | | | | | | |
| ONST<br>CODE)<br>008<br>031 | | "UPRR Crossing-Birch Ave. (Wood Village) Sec." | 0.0 | 478,825 | (Mt. Hood)<br>407,000 | ---- | 71,825 | ROW - 50' min.; Access Control-none; Parking Restrictions-none. |
| JLG | | PROJECT TOTALS | 0.0 | 478,825 | 407,000 | ---- | 71,825 | |

ROVAL DATES
9-5-78
10-1-80

*NE 238th Ave.

REMARKS
Additional Data: Item No. 80391; Project Nos. IX-9877(1) & (2).

-over-

UPRR CROSSING - BIRCH AVE. (WOOD VILLAGE) SECTION
PROJECT NO. IX-9877(3)

REMARKS - continued

Project Data: The work consists of the following:

1) Construct channelization to provide left turn lanes requiring grade, drain and high-type pave a 44-foot curbed section.

2) Upgrade existing signalization at NE Halsey St.

3) Adjust utilities as required and perform incidental work common to this type of project.

Control of Utilities: A State-County agreement No. 6819 complying with paragraph 6d(1) of PPM 30-4.1 was executed on December 20, 1978.

Maintenance: A State-County agreement No. 6819 complying with Section 116, Title 23 U.S.C. was executed on December 20, 1978.

Data for PR 37:

| | |
|---|---|
| Type Code Y008 (Channelization) | $428,825.00 |
| Type Code Y031 (Traffic Signal) | 50,000.00 |

Note:
1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 AE/TIP on page 69 as item 71.
3) On-the-job trainees, as set forth in FHPM 6-4-1-2, on the project will be determined at PS&E stage and the number stipulated in the PS&E documents.
4) State Clearinghouse PNRS #7809-2-150.

9344

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

1-20-81
~~December 18, 1980~~

Mr. Jon Rose, Federal Aid Specialist
Oregon Dept. of Transportation
5821 NE Glisan Street
Portland OR 97213

RE: N. E. 238th Avenue (UPRR to Birch Avenue Section)
(Your File 326-1961) FAU 9877

Dear Sir:

We have reviewed the plans for the above project, and have noted two changes that should be made - one to the mail box post on Sheet 2B, and the other is the elimination of the Special Grate, as noted on Sheet 2F.

Sincerely yours,

OLIVER J. DOMREIS
County Engineer

RICHARD H. LULAY
Assistant Engineer

From Metro JON ROSE Date 1/20/81
To [redacted]
[redacted] Traffic Region 1
Comments: Here are plans approved by Mult. County (with comments) and also comments by Metro Staff. Please make proper distribution.
Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JAN 21 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

NITY EMPLOYER

9344

1-6-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

| | |
|---|---|
| FEDERAL AID PROJECT NO. | Y-9877(2) |
| STATE PROJECT NO. | See below |
| COUNTY NAME | Multnomah |
| PROGRAM STAGE (Check) | ☐ 1. ☐ 2. |
| PROGRAM NO. | |
| ITEM NO. | 80391 |

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO Maclering
FOR

1-13
orig

| | |
|---|---|
| DATE PS&E APPROVED | |
| DATE AUTHORIZATION EFFECTIVE | 1/6/81 |
| FEDERAL ROUTE NUMBER | FAU 9877 |
| STATE ROUTE NUMBER | County Road |

GENERAL LOCATION:

UPRR Crossing - Birch Avenue (Wood Village) Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/1/80 you are now authorized to proceed with all phases of right of way acquisition for files 51162, 51163, 51165 and 51166 as shown on R/W map 9B-18-16 at a TEC of $65,000 Federal Funds $55,250.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

| | |
|---|---|
| DATE | 1/6/81 |
| SIGNATURE OF APPROVING OFFICIAL | G K Hossner |
| TITLE | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

7344 12.1.10

## INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title sheet |
| 2 | Typical section & stage construction sheet |
| 2-A | Block Wall & summary sheet |
| 2-BCD | standard sheets |
| 2-E | special Manhole sheet |
| 2-F | Pipe Data sheet |
| 2-G | Temp. Protection & Direction of Traffic |
| 3 | Plan & Profile sheet |
| 3-A | storm Drain sheet |
| 4 | Signal removal plan & exist. undgrnd. utilities |
| 5 | Signal installation plan |
| | |
| | |

Drg. Nos.

S-1 Std. Signing Details (Installation)
S-5 Std. Signing Details (Regulatory Signs)
S-6 Std. Signing Details (Warning Signs)
S-12 Std. Signing Details (Const. Signs)
2126 Barricades & Continuous Rail Traffic Barrier
2201 Temporary Protection & Direction Of Traffic (Shoulder & One-Lane Closures, Overlay Or Work Areas)
1489, 1471, 1472, 35009, 1488, 2200, 35010 } Signal Stds.

STATE OF C

STATE HIGHWA

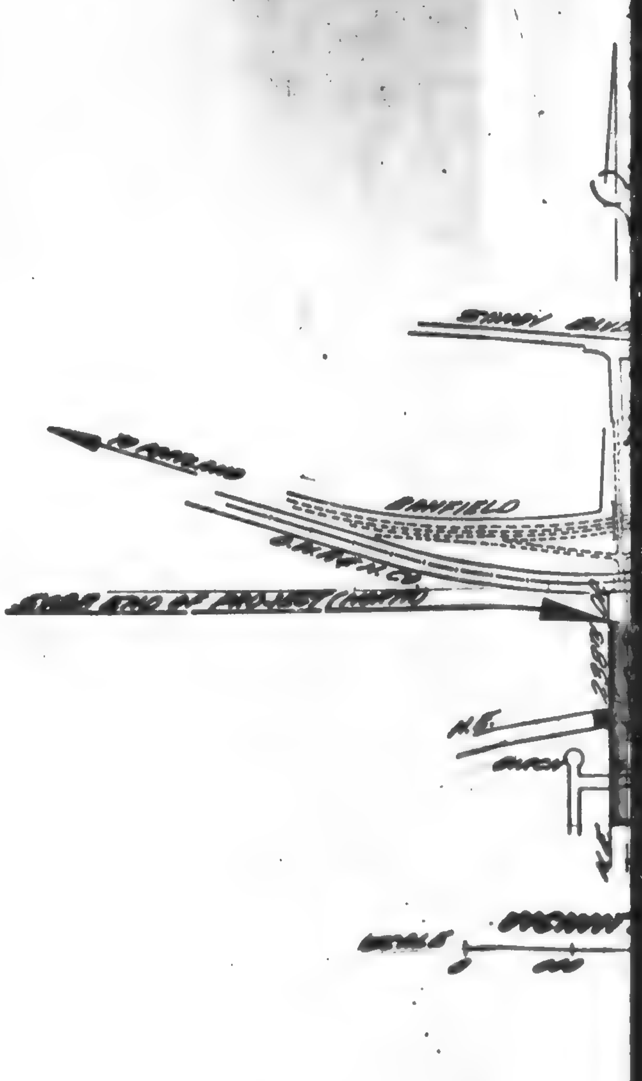
PLANS FOR PROPO

GRADING, PAVI

U.P.R.R. CROSSING TO E

FAU 9877(N.E

MULTNOMAH



| U.P.R.R. CROSSING TO BIRCH AVE. SECTION<br>FAU 9977 (N.E. 238TH DRIVE)<br>MULTNOMAH COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

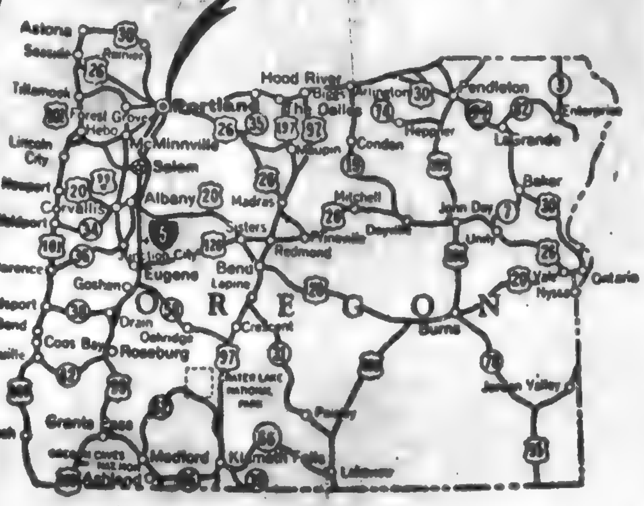
Length of project 0.21 mi.

PRELIMINARY COPY
DEC 11 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# TE OF OREGON
# IGHWAY DIVISION

FOR PROPOSED PROJECT

FAI-X


PROJECT
Astoria
Seaside
Tillamook
Forest Grove
Hebo
Portland
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Baker
Condon
Heppner
John Day
Madras
Mitchell
Redmond
Bend
Burns
Ontario
Jordan Valley
OREGON

## NG, PAVING & SIGNALS

# NG TO BIRCH AVE. SECTION

## 9977 (N.E. 238TH DRIVE)

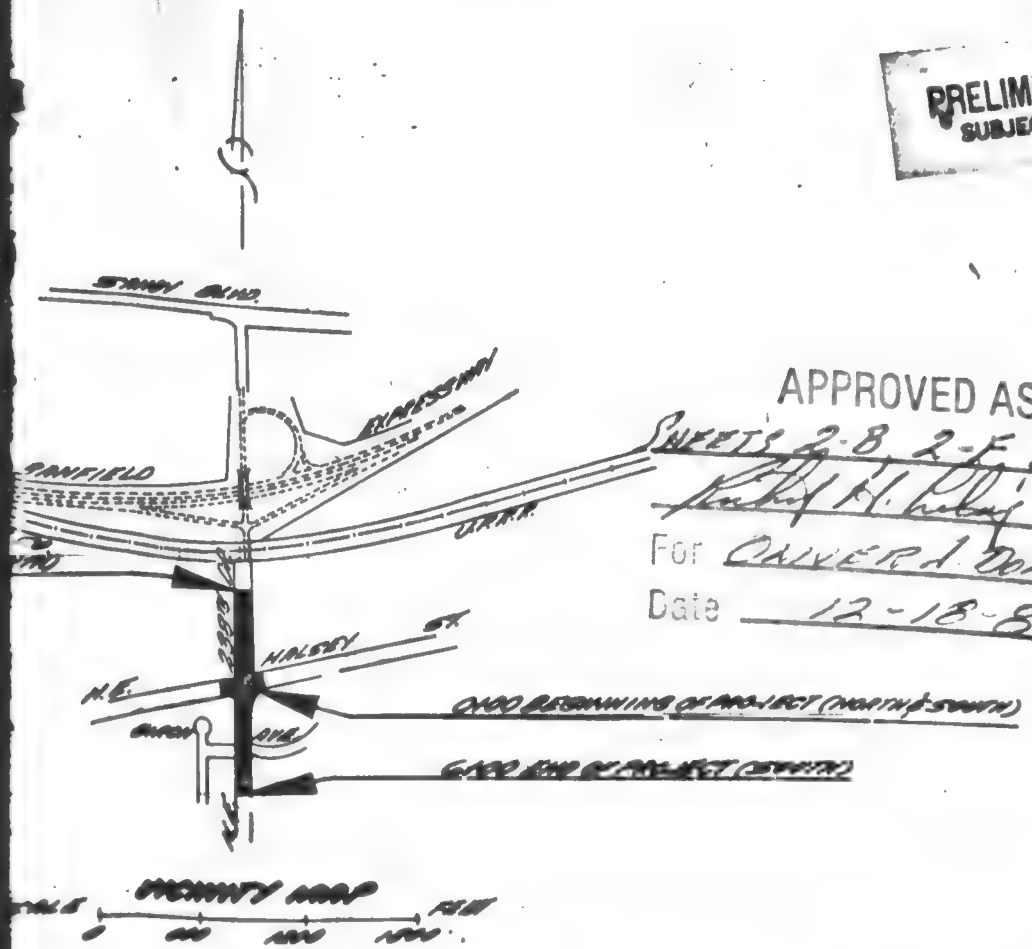
## ULTNOMAH COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

**PLANS PREPARED FOR**

**BY:** Multnomah County

OLIVER J. DOMREIS


SANDY BLVD.
EXPRESSWAY
GARFIELD
U.P.R.R.
238TH
N.E. HALSEY ST.
BIRCH AVE.
0+00 BEGINNING OF PROJECT (NORTH & SOUTH)
6+80 END OF PROJECT (SOUTH)
VICINITY MAP
SCALE
0
400
800
1200
FEET

APPROVED AS NOTED
SHEETS 2-8, 2-E & 5A
Rudolf H. Liebig
For OLIVER J. DOMREIS
Date 12-18-80

**PLANS AND SPECIFICATIONS APPROVED BY:**

**OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE**

ASSISTANT STATE HIGHWAY ENGINEER DATE

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

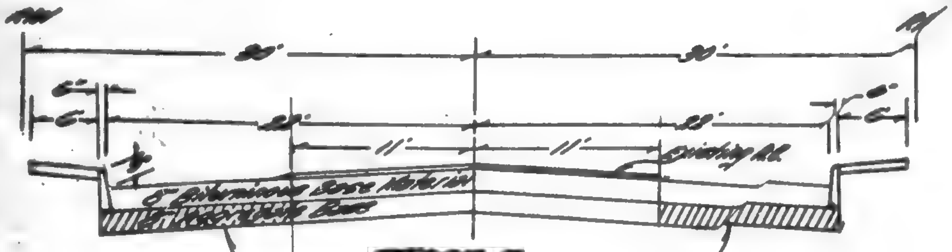
APPROVED:

FIELD OPERATIONS ENGINEER DATE

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

# STAGE CONSTRUCTION

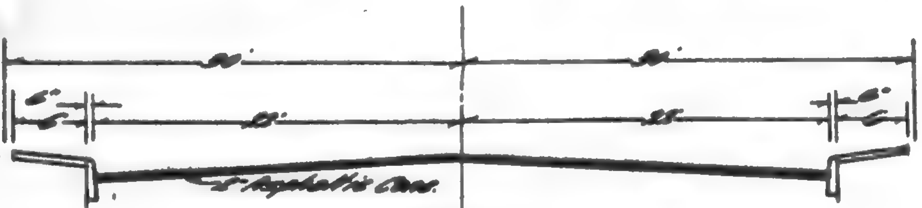

R/W
30'
30'
6'
6'
6'
6'
22'
22'
11'
11'
Existing A.C.
6" Bituminous Base Material

**STAGE I**

(N.E. 238TH DRIVE)

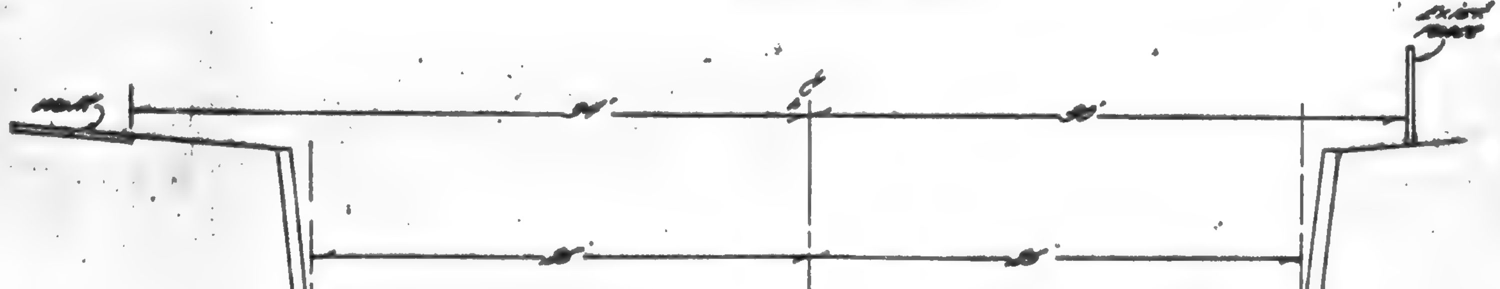
Excavate & Repl. by Ac. Remaining Exist. Roadway

(Traffic to be maintained at all times during Const.)


30'
30'
6'
6'
6'
6'
22'
22'
2" Asphaltic Conc.

**STAGE II**

(N.E. 238TH DRIVE)

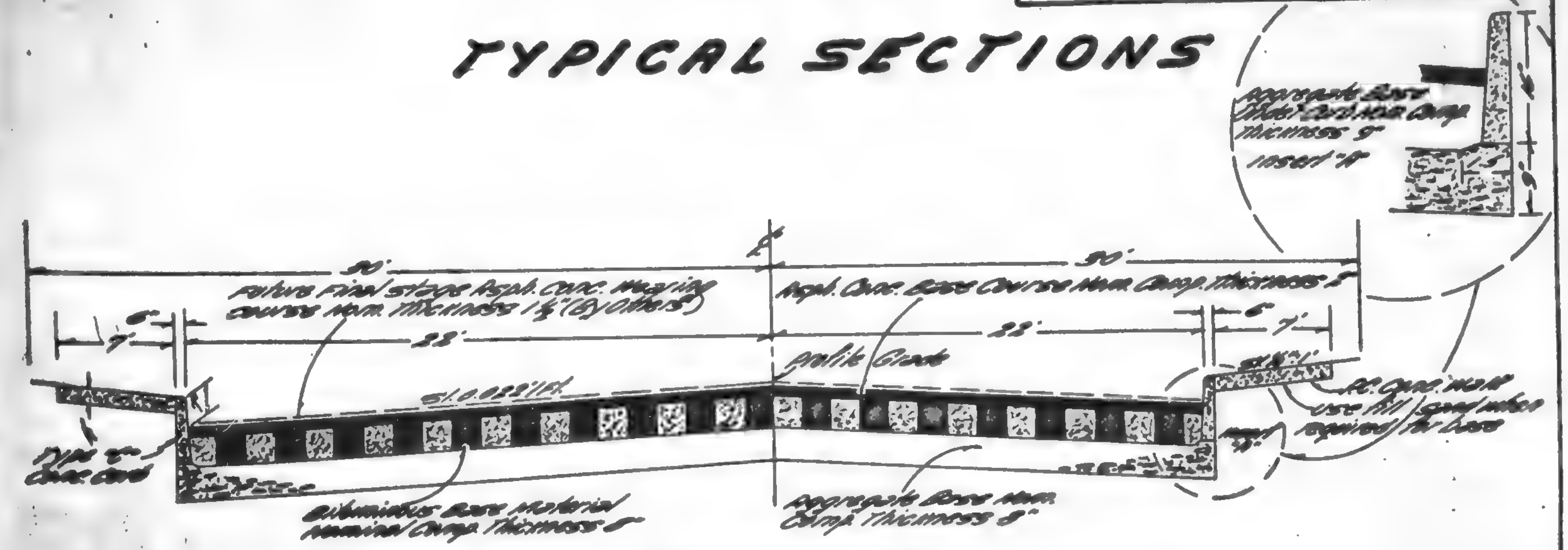

Exist. Fence
℄
30'
30'
25'
25'

**FINAL SECTION**

8/10

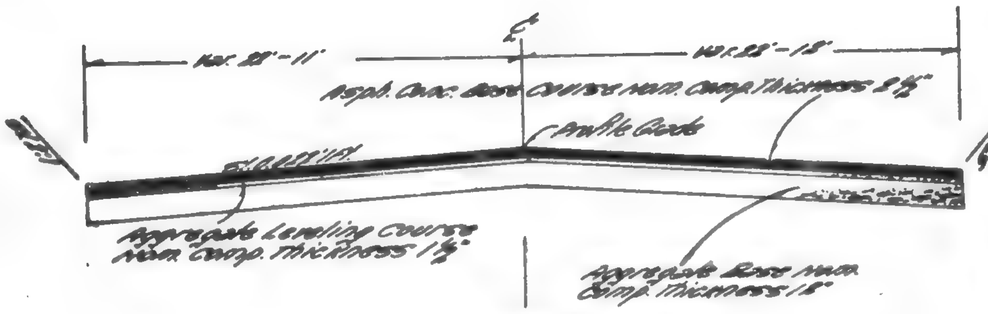
| U.P.R.R. CROSSING TO BIRCH AVE.<br>SECTION<br>FAU 9277 (N.E. 238th DRIVE)<br>MULTNOMAH COUNTY | | | | SHEET NO.<br>2 |
|---|---|---|---|---|
| FED. RD. DIV. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

# TYPICAL SECTIONS



Aggregate Base
Under Curb Nom. Comp.
Thickness 9"
Insert "A"
6"
9"
30'
30'
℄
Future Final stage Asph. Conc. Wearing Course Nom. Thickness 1½" (By Others)
Asph. Conc. Base Course Nom. Comp. Thickness 5"
6"
7'
23'
23'
6"
7'
Profile Grade
Sl. 0.023'/Ft.
P.C. Conc. Walk
Use fill sand when required for base
Type "C" Conc. Curb
Bituminous Base Material Nominal Comp. Thickness 5"
Aggregate Base Nom. Comp. Thickness 8"

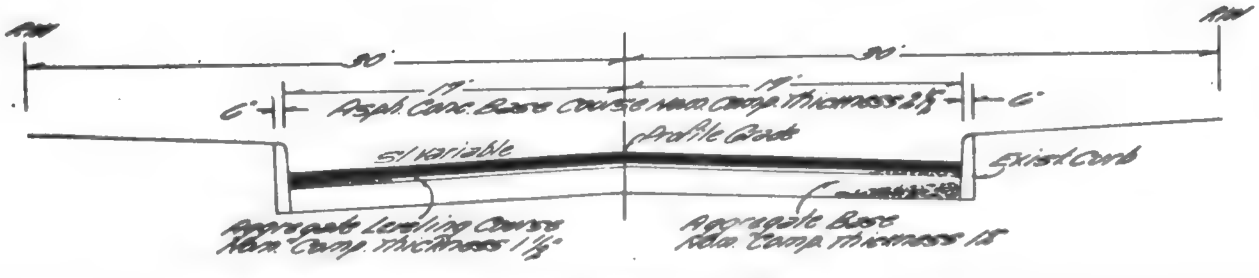
N.E. 238th DRIVE
0+00 to 31+50 (NORTH) 0+00 to 41+00 (SOUTH)



Var. 22'-11'
℄
Var. 22'-12'
Asph. Conc. Base Course Nom. Comp. Thickness 2½"
Profile Grade
Sl. 0.023'/Ft.
Sl. 2:1
Sl. 2:1
Aggregate Leveling Course Nom. Comp. Thickness 1½"
Aggregate Base Nom. Comp. Thickness 12"

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

N.E. 238th DRIVE
NORTH TAPER SECTION 31+50 to 51+38
SOUTH TAPER SECTION 41+00 to 61+00



R/W
R/W
30'
30'
17'
17'
6"
6"
Asph. Conc. Base Course Nom. Comp. Thickness 2½"
Sl. Variable
Profile Grade
Exist. Curb
Aggregate Leveling Course Nom. Comp. Thickness 1½"
Aggregate Base Nom. Comp. Thickness 12"

N.E. BIRCH ST.

9344

Mult

**MULTNOMAH COUNTY OREGON**

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

December 8, 1980

Oregon Dept. of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Attn: Donald Fantz

RE: N.E. 238th Avenue - FAU #9877
(UPRR Crossing to NE Birch St. - File 326-1961)

Gentlemen:

We would have no objection to the drilling of holes in the 6" x 6" mail box post, as shown on Sheet 2-B, in order to comply with Federal Safety Standards for break-away posts.

The requirement of special grates, as shown on the pipe data sheet, Sheet 2-F, should be eliminated since the County is using Type "P" and Type "P-45" grates on this project.

Sincerely yours,

OLIVER J. DOMREIS
County Engineer

RICHARD H. LULAY
Project Engineer

REFERRED TO
____ Board ____ Stoudamever ____
____ Cole ____ ____ Watson ____
____ L[illegible] ____ ____ [illegible] ____
____ Hagen ____ Dom[illegible] ____ Dee ____
[✓ Return] Discuss Do File copy Dee
BY FINAL DESIGN ENGINEER

RHL:im

Don

AN EQUAL OPPORTUNITY EMPLOYER

9344

December 2, 1980

ACC

Mr. Oliver J. Domreis
County Engineer
Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Dear Mr. Domreis:

We have submitted a program to the Federal Highway Administration for approval of the R/W acquisition phase on the U.P.R.R. Crossing - Birch Avenue Section of N.E. 238th Avenue.

Financial sharing of the R/W is:

| | |
|---|---|
| Total Estimated Cost | $65,000 |
| Federal Funds | 55,250 |
| County Share | $ 9,750 |

The attachment defines the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

O. E. Swan
Operation Programming Engineer

OES:pf
Attachment

bcc w/AD # 840: Jon Rose, Metro Federal Aid Engineer
Lou Grothaus, Metro R/W Superintendent
V.E. Skoog - Please return completed AD # 840 when Advance Deposit is received.

G

9344

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 1, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80391
Project No. IX-9877(2)
UPRR Crossing-Birch Ave. (Wood Village) Section
Multnomah County

Enclosed is project data consisting of PR-1 forms, sketch maps and right of way map No. 9B-18-16 for the subject project.

I request the following:

1) Financing for the project utilizing Interstate Substitution General funds at an estimated total cost of $65,000 with an obligation of $55,250 in federal funds.

2) Authorization to proceed with the actual acquisition of the right of way as outlined in red on right of way map 9B-18-16. No relocation assistance is involved.

This request is based on the August 30, 1978 letter to you from the Governor of the State of Oregon.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bke
Enc.

cc: M. Klotz
J. Rose
J. Boyd
F. Lowe
G. Zehner ✓
General Files

R/w Adv. Dep.
To Type
12-2-80
G

Form 734-3122

Budget Bureau No. 41-R2

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. December 1, 1980

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., UPRR X'ing, S. 0.2 mi. (Wood Village) | ADT | PRESENT<br>12,900 | FUTURE<br>--- | YEAR<br>-- | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Right of Way Acquisition | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>IX- | NUMBER<br>9877 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Interstate Substitution General Fund | COUNTY NAME<br>Multnomah | | | |
| | NAME OF URBAN AREA<br>Portland | ROUTE NO. U | FEDERAL-AID<br>9877 | STATE<br>Co. Rd.* | U.S.<br>--- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 85.0% | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | 0.22 | 65,000 | (Mt. Hood)<br>55,250 | ---- | 9,750 (Co. |
| 5 | | | | | CONST (CODE) | | "UPRR Crossing - Birch Ave. (Wood Village) Section." | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY C.L. | PROJECT TOTALS | 0.22 | 65,000 | 55,250 | ---- | 9,750 (Co. |
| 1 | 14 | PROGRAM APPROVAL DATES 9-5-78<br>10-1-80 | | | | | REMARKS | |

*N.E. 238th Ave.

REMARKS

Additional Data: see item No
Project No.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 1, 1980

| CT LOCATION *(45 typewriter spaces)* | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Rd., UPRR X'ing, S. 0.2 mi. (Wood Village) 65 | | 12,900 (66) | --- (70) | -- (71) (72) | 10 | Oregon | 41 (2) (3) | 823 (4) (9) | 80391 (14) (18 |

| ORK *(35 typewriter* | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only: POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| isition 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | IX- 14 23 | 9877 7 | (2) 13 | (24) | (26) 27 |

state Substitution General Fund

Portland

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Multnomah | 051 (14) (16) | ☐ 1 OR ☐ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| U | 9877 (32) | Co. Rd.* (36) (37) | --- (41) |

ESTIMATED PROJECT COST BY PHASES

| ORK TYPE | STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 85.0% | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|---|---|---|
| 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| | | | | | | | | |
| W | | | 0.22 | 65,000 | (Mt. Hood)<br>55,250 | ---- | 9,750 (Co.) | |
| NST<br>DE) | | "UPRR Crossing - Birch Ave. (Wood Village) Section." | | | | | | |
| C.L. | | PROJECT TOTALS | 0.22 | 65,000 (16) (23) | 55,250 (24) (33) | ---- | 9,750 (Co.) | |

VAL DATES
9-5-78
10-1-80

*N.E. 238th Ave.

REMARKS
Additional Data: see item No. 80391,
Project No. IX-9877(1).

-over-

## UPRR CROSSING-BIRCH AVE. (WOOD VILLAGE) SECTION
## PROJECT NO. IX-9877(2)

Project Data: Work under this project consists of right of way acquisition all phases required for the future construction to widen the existing facility at the Halsey Street intersection to provide for left turn lanes.

Note:
1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 TIP AE Page 69 Item No. 71.
3) No relocation assistance involved.

9344

TRA 7

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

Mult

TO: D. O. Christensen
Final Design Engineer

DATE: October 30, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: UPRR Crossing to Birch Avenue Section
FAU 9877 (NE 238th Drive)
Multnomah County

An analysis of capacity to determine level of service was made on the subject project. Existing peak hour volumes were utilized as a basis to make these determinations. The design as currently proposed is four 11 ft. lanes plus sidewalks on both sides. This current design affords an "A" level of service based on existing volumes.

Three-Lane Alternate

An alternate considering three lanes (three 12 ft. and two four ft.) providing bicycle paths and emergency parking was also analyzed and provided approximately "D" level of service.

Summary

The traffic movements at the 238th-Halsey intersection are primarily straight through on 238th with very minor turning movements. The utilization of the third lane would be minimal and the level of service for the through move under the three-lane alternate would soon deteriorate to an unacceptable level. The current four-lane proposal should be retained from a capacity standpoint which also provides sidewalks for pedestrian and bicycle movements.

L. E. George
Traffic Engineer

RW:jrb

___Versteeg___
___Anderson___
/ Christensen DOC
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
NOV 3 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring Up___/___/___
Action___

REFERRED TO
Beard___ Stoudenmeyer ✓ DUS
Cole___ Mann___
Eriksen___ Watson___
Hager___ Dorn___ Leu___
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

9344

STATE OF OREGON
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**

Telephone: 238-8226
Date: Oct. ~~2~~ 10, 1980

File No: 326-1961

TO: FRANK TERPIN
Location Engineer

FROM: KEN LIMBOCKER
Design Engineer

SUBJECT: UPRR Crossing - Halsey Street
N.E. 238th Avenue
Multnomah County

Herewith the following data for the subject project:

1 set plans (Mylar)
1 set plans (prints)
1 copy special provisions
1 set right-of-way descriptions
1 copy right-of-way map (Mylar)
1 picture preferred wall finish

The Environmental Section has expressed concern about the trees on the east side of N.E. 238th Avenue. Please design project as shown. Should any alterations be necessary to protect the trees, they will be made during construction.

Funding has been checked and seem to be adequate.

on program as UPRR Xing - Birch Ave (Wood Village)
for RW AQ only

KDL/po

to City-Co 10-6-80

10-10-80
Sent to Design Section.
Additional funds needed,
Will request when better
estimate is developed.

RECEIVED
OCT 6 1980
LOCATION
SECTION

N. E. 238TH AVENUE

F.A.U. #9877

September 15, 1980

## SUMMARY OF QUANTITIES

| | ITEM | UNIT | QUANTITY | COST | TOTAL |
|---|---|---|---|---|---|
| 1. | Mobilization | L. Sum | | 16,009.00 | 16,009.00 |
| 2. | Temporary Protection & Direction of Traffic | L. Sum | | 9,606.00 | 9,606.00 |
| 3. | Temporary Signs | Sq. Ft. | 146 | 12.00 | 1,752.00 |
| 4. | Flagmen | Hour | 800 | 22.00 | 17,600.00 |
| 5. | Clearing & Grubbing | L. Sum | All Req. | 6,000.00 | 6,000.00 |
| 6. | Removal of Structures & Obstructions | L. Sum | All Req. | 4,000.00 | 4,000.00 |
| 7. | General Excavation | Cu. Yd. | 3,933 | 8.00 | 33,008.00 |
| 8. | Extra for Pavement Removal & Hauling | Sq. Yd. | 3,728 | 2.00 | 7,456.00 |
| 9. | Sand Fill | Cu. Yd. | 58 | 11.00 | 638.00 |
| 10. | Trench Excavation | Cu. Yd. | 369 | 9.00 | 3,339.00 |
| 11. | Watering | "M" Gal | 55 | 13.00 | 715.00 |
| 12. | 1-1/2"-0" Aggregate Base | Ton | 3,054 | 15.00 | 45,810.00 |
| 13. | 3/4"-0" Aggregate Base | Ton | 160 | 15.00 | 2,400.00 |
| 14. | Bituminous Base Mixture | Ton | 1,841 | 22.50 | 41,422.50 |
| 15. | Asphalt Cement in Mixture | Ton | 154 | 145.00 | 21,315.00 |
| 16. | Class "B" or Class "C" Asphalt Concrete Mixture | Ton | 867 | 23.00 | 19,941.00 |
| 17. | Asphalt in Tack Coat | Ton | 0.80 | 300.00 | 240.00 |
| 18. | 8-Inch Sewer Pipe | Lin. Ft. | 133 | 15.00 | 1,995.00 |
| 19. | 12-Inch Sewer Pipe | Lin. Ft. | 450 | 17.00 | 7,650.00 |
| 20. | 36-Inch Sewer Pipe | Lin. Ft. | 15.00 | 90.00 | 1,350.00 |
| 21. | Extra for Pipe Under Pavement | Lin. Ft. | 32 | 20.00 | 640.00 |
| 22. | Bedding Material | Cu. Yd. | 49 | 20.00 | 980.00 |

N. E. 238TH AVENUE F. A. U. #9877

September 15, 1980

## SUMMARY OF QUANTITIES (Continued)

| | ITEM | UNIT | QUANTITY | COST | TOTAL |
|---|---|---|---|---|---|
| 23. | Concrete Manhole, Type "BP" | Each | 2 | 1,600.00 | 3,200.00 |
| 24. | Special Manhole | Each | 1 | 4,000.00 | 4,000.00 |
| 25. | Concrete Inlet, Type P-45 | Each | 2 | 600.00 | 1,200.00 |
| 26. | Concrete Inlet, Type P | Each | 2 | 550.00 | 1,100.00 |
| 27. | 4-Inch Concrete Walk & Driveways | Sq. Yd. | 854 | 18.00 | 15,372.00 |
| 28. | 6-Inch Concrete Driveway | Sq. Yd. | 184 | 22.00 | 4,048.00 |
| 29. | Concrete Curb Type "C" | Lin. Ft. | 1,415 | 5.50 | 7,782.50 |
| 30. | Masonry Gunite Retaining Wall | Sq. Ft. | 903 | 8.50 | 7,675.50 |
| 31. | Reconstruct Manhole | Each | 1 | 500.00 | 500.00 |
| 32. | Setting Mail Box Post | Each | 5 | 60.00 | 300.00 |
| 33. | Traffic Signal Installation | L. Sum | All Req. | 55,000.00 | 55,000.00 |
| 34. | Relocate Chain Link Fence | Lin. Ft. | 100.00 | 20.00 | 2,000.00 |
| 35. | Setting Monument Box | Each | 1 | 75.00 | 75.00 |
| 36. | Seeded Construction | Sq. Ft. | 5,000.00 | 0.30 | 1,500.00 |
| | | | TOTAL | | 347,619.50 |

9344 2

AGR

STATE OF OREGON

# INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: June 18, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 159
UPRR Xing - Birch Ave. Sec.
N. E. 238th Avenue
Multnomah County

MISC. CONTRACTS and
AGREEMENTS No. 6819

Attached is an original and a copy of the subject agreement. Please forward the original to Multnomah County for their records.

The project will be programmed.

AE
mp
Attach.

cc: Comm. Serv., w/c orig.
Finance, w/c
Local Gov't Programs, w/c
Appraisal, w/c
Title, w/c

RECEIVED
19
COMMISSION
DEPARTMENT OF TRANSPORTATION

Contains
Recycled
Materials
81 125-1387

9344

L

December 22, 1978

Multnomah County
County Engineer
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS AND
AGREEMENTS No. 6519

Gentlemen:

Attached for your records is a fully executed copy of an agreement to widen N.E. 238th Avenue and provide left-turn lanes on all approaches to the intersection of N.E. 238th Avenue and Halsey Street in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
Barbara Roberts ~~XXXXXXX~~

November 30, 1978

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 SE Morrison St.
Portland, Oregon

Finance Division
426 SW Stark Street
Portland, Oregon

Mr. Roy Bennett
County Road Engineer
2115 SE Morrison St.
Portland, Oregon

✓ Please have the attached agreements signed + return one to us for our files
Jm

DEC 5 11 32 AM '78

Dear Gentlepersons:

Be it remembered, that at a meeting of the Board of County Commissioners held November 30, 1978, the following action was taken:

Form of Order in the matter of the execution )
of an Agreement with State of Oregon Highway )
Division for preliminary engineering and )
construction finance in connection with the )
improvement of NE 238th Drive )

The above-entitled matter having come before the Board, and full consideration having been given thereto, upon motion of Commissioner Buchanan, duly seconded by Commissioner Roberts, it is unanimously

ORDERED that Multnomah County, Oregon, enter into the above entitled Agreement tendered to and before the Board this date, and that the Chairman of the Board be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Laura Vodjansky
Clerk of the Board

jm
cc: Budget

9344

L

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-16-78

## LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-9877 (1)

STA ROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90022

**TO:**

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
10-16-78

FEDERAL ROUTE NUMBER
FAU-9877

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
UPRR Crossing - Birch Ave. (Wood Village) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility preparatory work
☐ OTHER (Specify) TEC NTE $30,000 F.F. $25,700

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-29-78 letter.

DATE
10-16-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

9344

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: UPRR Crossing Birch Ave MULT.

DATE: October 3, 1978

OCT 11 '78

| REFER TO | | | | | | |
|---|---|---|---|---|---|---|
| FOR | | | | | | |
| Info | Inves | R/D | D/R | Sign | Act | File |
| | | | | | | |

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-11-78
Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Voyd
J. H. Versteeg
G. A. Potter
W. J. Hart
R. N. Bothman
E. L. Hardt
B. Geibel
Aeronautics Division
B. L. Gifford

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

8-29-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## PNRS STATE REVIEW

Project #: [illegible]  Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Dr. G  By

9344

September 7, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the September 19 meeting will be two requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Portland is requesting a $520,000 project to develop the N.W. 14th/16th and S.W. 14th/13th Street one-way couplets to handle through traffic on the periphery of the Northwest Neighborhood.

The request from Multnomah County is for a $280,000 project to widen a 0.22 mile segment of N.E. 238th Avenue and provide left-turn lanes on all approaches at the N.E. 238th Avenue and Halsey Street intersection.

Interstate Transfer funds for these projects are estimated at $688,000, with Local Government providing all of the required $112,000 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

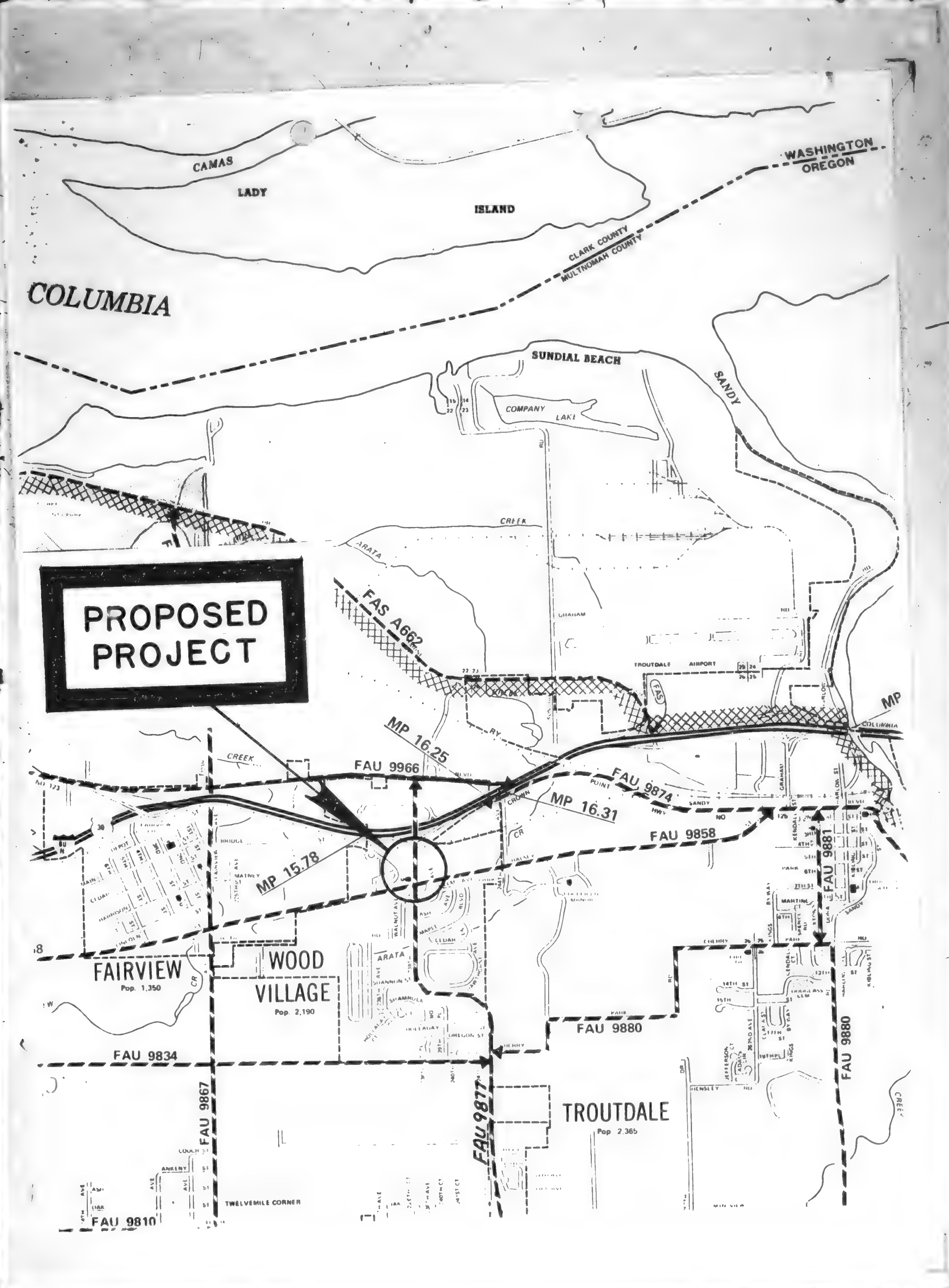
MULTNOMAH COUNTY
Proposed Interstate Transfer Project

U.P.R.R. Crossing-Halsey Street Section
NE 238th Avenue, FAU 9877
Grade, Pave, Signals, Signing &
0.22 miles
$280,000

This project entails all the work and costs to widen NE 238th Avenue between the U.P.R.R. tracks and 400 feet south of Halsey Street. Left-turn lanes will be provided on all approaches to the intersection. A bus bay will be constructed on Halsey Street at the northwest corner of the intersection. The existing signalization will be removed and new signals will be installed. Right-of-way will be acquired as a participating cost of the project.

County will perform the bulk of preliminary and construction engineering.

78-f
9/6/78


CAMAS
LADY
ISLAND
WASHINGTON
OREGON
CLARK COUNTY
MULTNOMAH COUNTY
COLUMBIA
SUNDIAL BEACH
COMPANY
LAKE
SANDY
CREEK
ARATA
GRAHAM
TROUTDALE AIRPORT
PROPOSED PROJECT
FAS A662
FAS
MP
COLUMBIA
MP 16.25
FAU 9966
FAU 9874
MP 16.31
MP 15.78
FAU 9858
CREEK
SANDY
HWY
CROWN
POINT
FAU 9881
FAIRVIEW
Pop. 1,350
WOOD VILLAGE
Pop. 2,190
FAU 9880
FAU 9834
FAU 9867
FAU 9877
TROUTDALE
Pop. 2,365
FAU 9880
TWELVEMILE CORNER
FAU 9810

9344

1859

**draft**

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 30, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use interstate transfer funds for two highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mount Hood Freeway from the Interstate Highway System under Section 103(e) (4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Funding will be matched as follows:

| | | Federal Funds | Local Matching Funds |
|---|---|---|---|
| NW. Thurman-SW. Columbia (Couplet) NW.14/16th & SW. 13/14th | P.E., R/W & Constr. | $446,000 | $74,000 |
| UPRR Crossing-Birch Ave. (Portland), NE. 238th Ave. | P.E., R/W | $214,000 | $36,000 |

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Governor

RWS:sn

cc Columbia Region Association
of Governments

9344

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 29, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan **Original Signed By D. E. Swan**
Federal Aid Manager

SUBJECT: Project Data Submission
Multnomah County

Attached is support data consisting of PR-1 forms and project maps for the following projects:

| Item No. | Project No. | Section |
|---|---|---|
| 80391 | IX-9877(1) | UPRR X'ing-Birch Ave.(Wood Village) |
| 80392 | IX-0000(8) | N.W. Thurman St.-S.W. Col. St. (Portland) |

We request the following:

1) Financing for the preceding projects utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost and obligation of Federal funds on each project as follows:

| Project No. | Est. Total Cost | Federal Funds |
|---|---|---|
| IX-9877(1) | $30,000.00 | $25,700.00 |
| IX-0000(8) | 50,000.00 | 42,800.00 |
| | $80,000.00 | $68,500.00 |

2) Authorization to proceed with all phases of Preliminary Engineering, including utility preparatory work, in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

These requests are based on Governor Straub's letter dated ____________ 1978 to Mr. G. L. Green, Division Administrator.

A copy, for each project, of the State Clearinghouse A-95 review letter of approval will be forwarded under separate action.

JLG:pf
Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Garry Zehner w/att

Budget Bureau No. 41-R2067

U.S

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

|  |  |  |
|---|---|---|
| NTHLY TRANSACTION NO. | FORM PR-1 (REV. 4-61) | |
| DATE SUBMITTED TO W. O. | 8-29-78 | |

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65<br>City St, UPRR X'ing, S 0.2 mi (Wood Village) | ADT | PRESENT<br>12,900 | FUTURE (66) (70)<br>20,000 | YEAR (71) (72)<br>98 | REGION<br>10 | STATE NAME<br>Oregon |

|  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>Preliminary Engineering | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 23<br>IX - | NUMBER 7<br>9877 |

|  |  |  |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Interstate Substitutions General Funded | COUNTY NAME<br>Multnomah |
| | NAME OF URBAN AREA 17-31<br>Portland | ROUTE NO. U<br>FEDERAL-AID 9877 (32)<br>STATE Street* (36)<br>U.S. (37) ---- |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK<br>TYPE | WORK<br>STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | 85.77% | 0.22 | 30,000 | 25,700 | --- | 4,300 |
| 5 | | | | | ROW | | | | (50,000) | | | |
| 5 | | | | | CONST (CODE) | | "UPRR Crossing - Birch Ave. (Wood Village) Section" | | (170,000) | | | |

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>JLG | PROJECT TOTALS | 0.22 | 30,000 | 25,700 | --- | 4,300 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

* N.E. 238th Ave.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-29-78

| LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| St, UPRR X'ing, S 0.2 mi (Wood Village) 65 | | 12,900 | 20,000 (66) (70) | 98 (71) (72) | 10 | Oregon | 41 (2) (3) | 823 (4) (9) | 80391 (14) (18) |

| K (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER (S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| neering 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 IX - 23 | 7 9877 | (1) 13 | (24) (26) | 27 |

terstate Substitutions General Funded

Tand

| COUNTY NAME | | | CODE | PROGRAM STAGE |
|---|---|---|---|---|
| Multnomah | | | 051 (14) (16) | ☐ 1 OR ☐ 2 |
| ROUTE NO. U | FEDERAL-AID 9877 (32) | STATE Street* (36) | U.S. (37) ---- (41) | |

| K YPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| | | 85.77% | 0.22 | 30,000 | 25,700 | --- | 4,300 | Util. prep. work |
| W | | | | (50,000) | | | | |
| ST E) | | "UPRR Crossing - Birch Ave. (Wood Village) Section" | | (170,000) | | | | ROW - 50' min;<br>Access Control-none;<br>Parking Restrictions-none. |
| JLG | | PROJECT TOTALS | 0.22 | 30,000 (16) (23) | 25,700 (24) (33) | --- | 4,300 | |

ESTIMATED PROJECT COST BY PHASES

AL DATES

REMARKS

* N.E. 238th Ave.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

## UPRR CROSSING-BIRCH AVE. (WOOD VILLAGE) SECTION
## PROJECT NO. IX-9877 (1)

Existing Facility:

2 lane, 20 foot bituminous surfaced section with traffic control signal at Halsey Street.

Adjacent Sections:

N. End --- Two 10-foot traffic lanes, bitumunous surfaced with gravel shoulders. Project lies immediately South of I-80N Interchange. (RR x'ing at end of project; See "Railroad Data" below)

S. End -- Two 10-foot traffic lanes, bituminous surfaced with gravel shoulders.

Project Data:

Work under this project consists of preliminary engineering all phases including utility preparatory work for future construction of a curbed section providing left turn lanes at Halsey Street intersection.

Railroad Crossing Data: Crossing located at N end of project

RR X'ing No. ------------------ 2A-014.10
Name of RR -------------------- OWR&N (UP Co. Lessee)
No. of Tracks ----------------- One
No. of Trains ----------------- 11 freights, 2 passengers
No. of Hi-Speed Trains -------- Two
Present Protection ------------ Flashing lights with gates
Proposed Protection ----------- No change
RR Benefits ------------------- None

System Action, Water Developments, Historical and Recreational Areas:

None involved.

Airport:

Troutdale Airport lies within 2 miles of the proje
affect anticipated on operation of airport.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on Au

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approval da
b) Dist. 2 Clearinghouse --- A-95 review satisfie
of project in CRAG F

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Re
Statutes.

Note:

1) This project is in Congressional District No
2) Added to CRAG FY'78 TIP/AE under Resolution

CH AVE. (WOOD VILLAGE) SECTION
77 (1)

:

t bituminous surfaced section with traffic control
ey Street.

:

10-foot traffic lanes, bitumunous surfaced with
vel shoulders. Project lies immediately South of
ON Interchange. (RR x'ing at end of project; See
ilroad Data" below)
10-foot traffic lanes, bituminous surfaced with
vel shoulders.

s project consists of preliminary engineering all
ng utility preparatory work for future construction
ction providing left turn lanes at Halsey Street

Data: Crossing located at N end of project

----------------- 2A-014.10
----------------- OWR&N (UP Co. Lessee)
----------------- One
----------------- 11 freights, 2 passengers
d Trains -------- Two
tion ----------- Flashing lights with gates
ction ----------- No change
----------------- None

ter Developments, Historical and Recreational

Airport:

Troutdale Airport lies within 2 miles of the project. No affect anticipated on operation of airport.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on August 21, 1978.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approval dated ____________.
b) Dist. 2 Clearinghouse --- A-95 review satisfied through inclusion of project in CRAG FY'78 TIP.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Regulations and Statutes.

Note:

1) This project is in Congressional District No. 3.
2) Added to CRAG FY'78 TIP/AE under Resolution BD 780304.

9344

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 29, 1978

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin, Dist. No. 2
Section: UPRR Crossing - Birch Avenue (Woodvillage)
Highway: N.E. 238th Avenue, Wood Village
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning, in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 29, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 1, E. L. Hardt
District 2, W. W. Geibel
Aeronautics Division
Dave Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
SEP 5'78
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: UPRR Crossing - Birch Ave. (Wood Village)

11 12] PROJECT LOCATION—CITY: N.E. 238th Avenue, Wood Village | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION SEC: T: R: [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] Widen 238th Avenue with curbs and sidewalks in a 60 ft. to 70 ft. right-of-way [71

07 12] between UPRR tracks and 400 ft. South of Halsey Street. Provide left turn lanes [71

08 12] on all approaches to intersection, and construct curbs and sidewalks on Halsey [71

09 12] Street 400 ft. East and West of intersection. Road width to be determined after [71

10 12] field survey is completed.

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 215,000 | - - - | - - - | 35,000 | - - - | 250,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: September | 43] DAY [44: 29 | 45] YEAR [46: 1978

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☑ Date: TIP

VI. If project includes state funds (12C), identify agency - - - -

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

M-9877(-)

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date August 11, 1978

Section UPRR Crossing-Birch Avenue

Unit (if appl)

County Multnomah

City Wood Village

Highway NE 238th Avenue

State Hwy. No.

Termini: M.P.(if appl)

Length 0.22 mile

Region I

Construction Estimate $250,000 FAU-e(4)
Program Amount

### B. Purpose of Project:

To improve the flow of traffic on 238th Avenue from I-80N to Halsey Street, and at the intersection of 238th Avenue and Halsey Street, and to provide needed sidewalks.

### C. Origin & History of Project:

The 238th Avenue & Halsey Street intersection is a bottleneck for traffic going to and from I-80N and Sandy Boulevard. Both 238th and Halsey are two lanes and there are no left turn lanes or sidewalks at this intersection. There is a narrow right turn from 238th southbound to westbound on Halsey.

### D. General Description of Project:

Widen 238th Avenue with curbs and sidewalks in a 60 ft. to 70 ft. right-of-way between UPRR tracks and 400 ft. south of Halsey Street. Provide left turn lanes on all approaches to intersection, and construct curbs and sidewalks on Halsey Street 400 ft. east and west of intersection. Road width to be determined after field survey is completed.

Alignment: New Existing xx Combined

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Proposed: No. Lanes 2 ; Med. yes ; Shldrs. no ; Parking no

Traffic: Existing Facility: Existing ADT 12,900 ; Projected ADT 20,000 ; Yr. 1990 ITP

Existing Level of Service D

Proposed Facility: Projected ADT 20,000 ; Yr. 1990

Projected Level of Service D

734-3953 (10-75)

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 5
Yes, No

Acres 0.31 ; Type of Relocation Req. ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials can be expected to come from gravel plants in the Troutdale area, and paving plans in the SE 190th Avenue and SE Main Street area. Waste disposal will be used for land reclamation.

Type of Structure(s):

NONE

Brief Description of River or Stream and Type of Involvement, if any:

NONE

Local City, County or COG priorities of project:

Selected by East County Transportation Committee. Highest priority project of the City of Wood Village. High priority project of Multnomah County.

FHWA and/or OSHD approvals given, if any:

NONE

Location or Design Alternatives (identify and describe):

1. No Build
2. Construct with no median except left turn at intersection

Other Descriptive Information or Comments:

Every effort should be made to minimize the impact on the old people's home located in the NE quadrant of the intersection. This should include discussing the proposed project with the management of the home prior to finalizing the project design. Evaluation of the proposed east side-Halsey to RR crossing-sidewalk (in part along the edge of the home) should be made to determine if it can be eliminated in order to spare the trees on that side. Since there is only a 58' clearance between the trees along the side of the home and those across 238th by the Wood Village City Hall a 60'-70' road section clearly cannot be fitted in there; some adjustment must be made.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The project lies in the city of Wood Village. NE Halsey Street is level and runs east and west. NE 238th Avenue runs north and south, and connects to I-80N and Sandy Boulevard north of the project limits. The grade of 238th Avenue is fairly level south of Halsey Street and is downhill north of Halsey. Both Halsey and 238th Avenue are county maintained roads.

Fauna is typical of urban areas consisting primarily of avian species. All four quadrants of the intersection have mature trees. On the south side of Halsey the trees should not be affected by the project. On the north side, especially on the borders of the old people's home there are large spanish chestnuts and ornamental firs. Shading one wing of the home is a big leaf maple about 48" in diameter.

2. Cultural:

The intersection of 238th Avenue and Halsey Street is the main intersection in Wood Village, with the heaviest traffic volumes. City Hall is located on the northwest corner of the intersection and a retirement home is on the northeast corner. There are small businesses located on the south side of the intersection and on both sides of 238th Avenue. The yard of the retirement home fronts on both Halsey Street and 238th Avenue. In favorable weather it is heavily used for recreation by the residents. The trees along its borders provide both shade and aesthetic atmosphere.

## B. Preliminary Assessment of Environmental Impacts:

### 1. Consequences and Significance of Right-of-Way Acquisition:

not determined

### 2. Estimated Impact on Traffic Patterns:

The improvement will reduce congestion and delay at the intersection of NE 238th Avenue and NE Halsey Street

Consequences--Air Quality, Noise, Safety, etc.:

If the nearest travel lane on 238th is moved north of Halsey Street closer to the west wing of the home it would increase noise to the occupants

### 3. Estimated Impact on Land Use:

NONE

Consequences:

### 4. Expected Impact on Natural Ecological Resources:

None impacted in project area.

Consequences:

### 5. Expected Impact on Cultural and Scenic Resources:

There may be some removal of trees. Measures will be taken to protect and preserve trees and vegetation wherever possible, especially adjacent to the nursing home on the northeast corner.

Consequences:

Noise and visual shielding may be diminished, in some areas.

6. Preliminary Identification of Areas of Critical Concern:

Potential impact of project on the old peoples home.

7. Potential for Controversial Issues:

NONE

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

An indirect source permit will be required

b. Noise Standards

a noise study will be required

c. Water Quality Standards

consistent

d. Area Land Use and Transportation Plans, and Zoning

Halsey Street and 238th Avenue are shown as Minor Arterials in the Multnomah County Comprehensive Framework Plan dated October 1977.

---

C. Recommended Type of Action and Documentation:

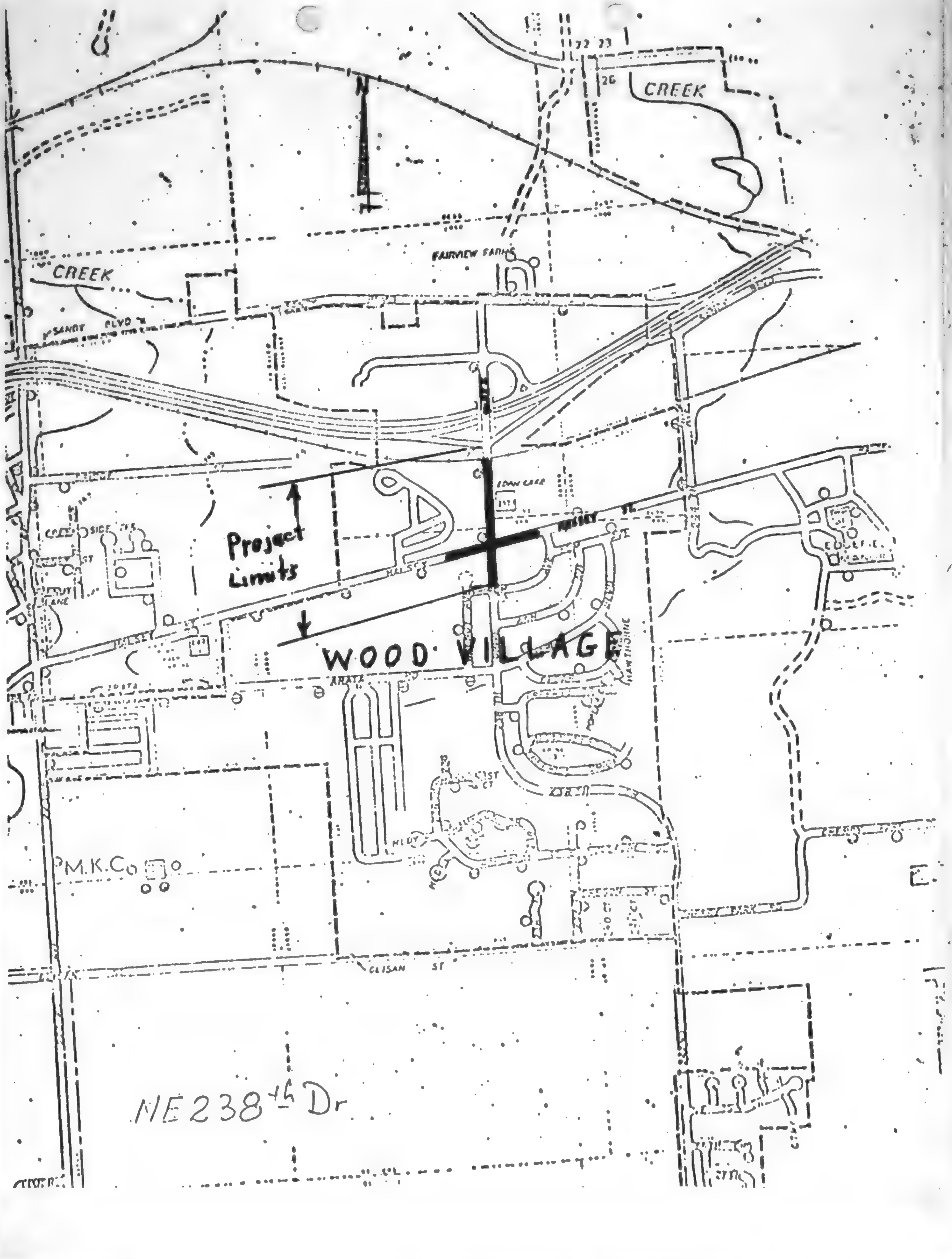
| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | XX ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
Since the project, if developed according to recommendations in this assessment, would have only local and minor impacts upon the human environment, it is recommended that it be classified as an assessment only action.

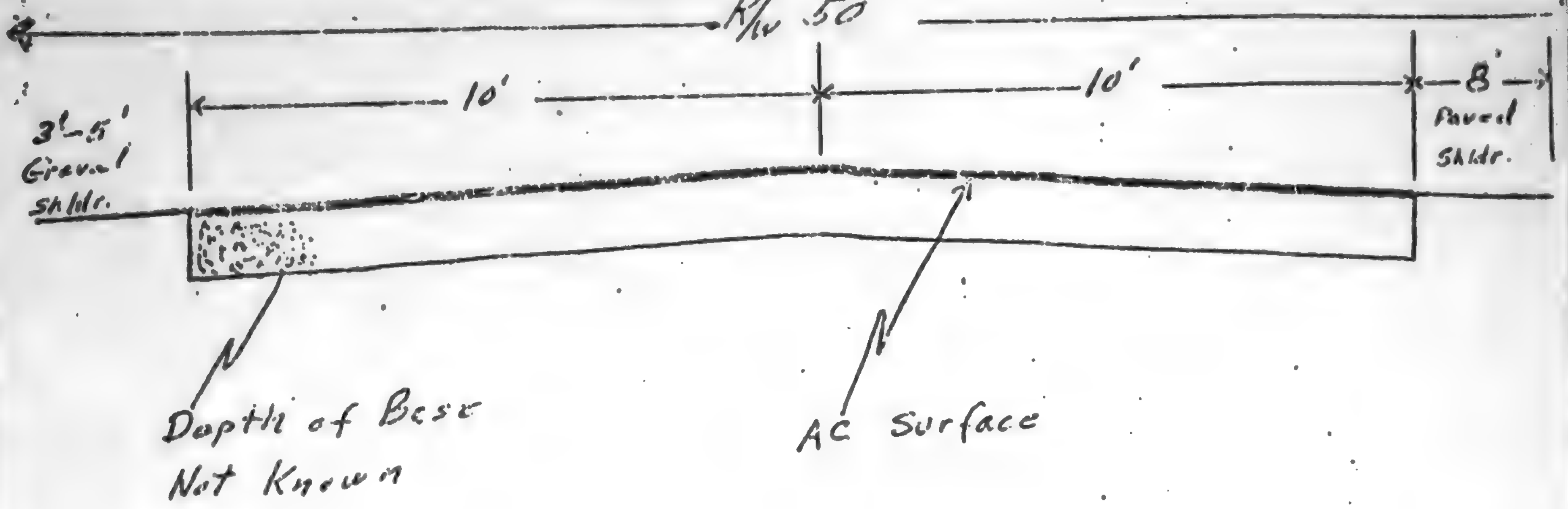
TBL

---

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4


N
CREEK
CREEK
FAIRVIEW FARMS
SANDY BLVD
HALSEY ST
HALSEY
ARATA RD
GLISAN ST
HAWTHORNE
Project Limits
WOOD VILLAGE
P.M.K.Co
NE 238th Dr

# N.E. 238th Dr.
# RR Tracks to Halsey


R/W 50'
10'
10'
8'
Paved Shldr.
3'-5' Gravel Shldr.
Depth of Base Not Known
AC Surface

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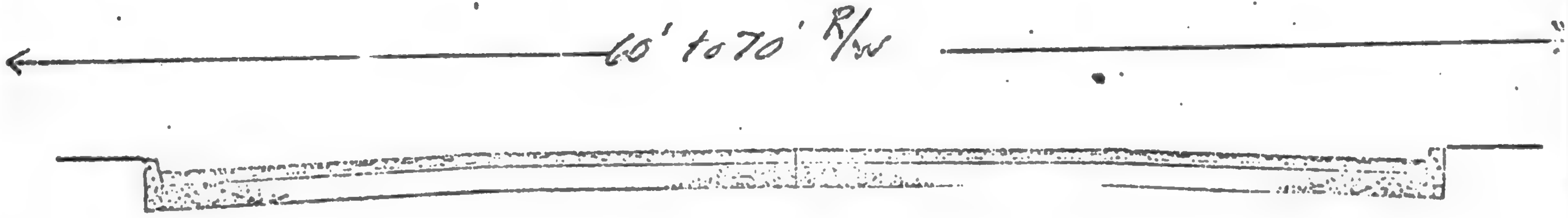
# PROPOSED



Cross section to be determined after Fied survey is completed

9344

**STATE OF OREGON**

**INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

**TO:** D. H. MOEHRING, MANAGER
PROJECT MANAGEMENT
ATTN:
GARY ZEHNER

**DATE:** August 21, 1978

**FROM:** L. E. GEORGE
TRAFFIC ENGINEER SUPERVISOR

**SUBJECT:** REVIEW OF MULTNOMAH COUNTY'S
TRANSFER PROJECT ON NE 238TH AVE.

The signalization portion of this project at Halsey Street cannot be accomplished for $20,000 if the needs of the motoring public are satisfied.

The widening portion of the project will for all practical purposes destroy the existing signal installation requiring complete reconstruction rather than a "revision".

The new installation should be a 5 phase and possibly a full 8 phases. The cost of this portion of the estimate should be increased to $50,000.

L. E. George
L. E. George
Traffic Engineer Supervisor

GLC:tk

CC: Max Klotz
Jon Rose
Sent 8-25-78
✓

PROJECT MANAGEMENT
CCE
FAE
PM
LG
TAA Zehner

8-25-78
Notified Jon
Rose of $30,000 increase
✓

25-1387

Form FHWA 121 (Rev. 5-73)

93.44

UNITED STATES GOVERNMEN

*Memorandum*

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: August 21, 1978

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
Oregon Project M-9877(-)
UPRR Crossing - Birch Ave.
N.E. 238th Avenue
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your August 11, 1978, letter has been reviewed.

We concur with your finding that the proposed project may constitute a non-major action. As discussed with you by telephone, a public meeting should be scheduled in the near future in order to determine if a potential controversy exists.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Reid
G. L. Green for

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg. 1, Env)

Environmental Section
August 23, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Ed Hardt
R. N. Bothman
Jef Kaiser
Maury Payne
Gerald Wimer
B. L. Gifford (2)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM
LGE ☑ FAE ☐ CFE
AUG 28 1978
File: PM FA
TAA LG CP

OREGON STATE HIGHWAY DIVISION M-9877(-)
PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date August 11, 1978
Section UPRR Crossing-Birch Avenue
Unit (if appl)
County Multnomah
City Wood Village
Highway NE 238th Avenue
State Hwy. No.
Termini: M.P.(if appl)
Length 0.22 mile
Region I
Construction Estimate $250,000 FAU-e(4)
Program Amount

### B. Purpose of Project:

To improve the flow of traffic on 238th Avenue from I-80N to Halsey Street, and at the intersection of 238th Avenue and Halsey Street, and to provide needed sidewalks.

### C. Origin & History of Project:

The 238th Avenue & Halsey Street intersection is a bottleneck for traffic going to and from I-80N and Sandy Boulevard. Both 238th and Halsey are two lanes and there are no left turn lanes or sidewalks at this intersection. There is a narrow right turn from 238th southbound to westbound on Halsey.

### D. General Description of Project:

Widen 238th Avenue with curbs and sidewalks in a 60 ft. to 70 ft. right-of-way between UPRR tracks and 400 ft. south of Halsey Street. Provide left turn lanes on all approaches to intersection, and construct curbs and sidewalks on Halsey Street 400 ft. east and west of intersection. Road width to be determined after field survey is completed.

Alignment: New Existing xx Combined

Typical Section: Existing: No. Lanes 2; Med. no; Shldrs. yes; Parking no
Proposed: No. Lanes 2; Med. yes; Shldrs. no; Parking no

Traffic: Existing Facility: Existing ADT 12,900; Projected ADT 20,000; Yr. 1990 ITP
Existing Level of Service D

Proposed Facility: Projected ADT 20,000; Yr. 1990
Projected Level of Service D

734-3953 (10-75)

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 5
Yes, No

Acres 0.31 ; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials can be expected to come from gravel plants in the Troutdale area, and paving plans in the SE 190th Avenue and SE Main Street area. Waste disposal will be used for land reclamation.

Type of Structure(s):

NONE

Brief Description of River or Stream and Type of Involvement, if any:

NONE

Local City, County or COG priorities of project:

Selected by East County Transportation Committee. Highest priority project of the City of Wood Village. High priority project of Multnomah County.

FHWA and/or OSHD approvals given, if any:

NONE

Location or Design Alternatives (identify and describe):

1. No Build
2. Construct with no median except left turn at intersection

Other Descriptive Information or Comments:

Every effort should be made to minimize the impact on the old people's home located in the NE quadrant of the intersection. This should include discussing the proposed project with the management of the home prior to finalizing the project design. Evaluation of the proposed east side-Halsey to RR crossing-sidewalk (in part along the edge of the home) should be made to determine if it can be eliminated in order to spare the trees on that side. Since there is only a 58' clearance between the trees along the side of the home and those across 238th by the Wood Village City Hall a 60'-70' road section clearly cannot be fitted in there; some adjustment must be made.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

The project lies in the city of Wood Village. NE Halsey Street is level and runs east and west. NE 238th Avenue runs north and south, and connects to I-80N and Sandy Boulevard north of the project limits. The grade of 238th Avenue is fairly level south of Halsey Street and is downhill north of Halsey. Both Halsey and 238th Avenue are county maintained roads.

Fauna is typical of urban areas consisting primarily of avian species. All four quadrants of the intersection have mature trees. On the south side of Halsey the trees should not be affected by the project. On the north side, especially on the borders of the old people's home there are large spanish chestnuts and ornamental firs. Shading one wing of the home is a big leaf maple about 48" in diameter.

#### 2. Cultural:

The intersection of 238th Avenue and Halsey Street is the main intersection in Wood Village, with the heaviest traffic volumes. City Hall is located on the northwest corner of the intersection and a retirement home is on the northeast corner. There are small businesses located on the south side of the intersection and on both sides of 238th Avenue. The yard of the retirement home fronts on both Halsey Street and 238th Avenue. In favorable weather it is heavily used for recreation by the residents. The trees along its borders provide both shade and aesthetic atmosphere.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

not determined

2. Estimated Impact on Traffic Patterns:

The improvement will reduce congestion and delay at the intersection of NE 238th Avenue and NE Halsey Street

Consequences--Air Quality, Noise, Safety, etc.:

If the nearest travel lane on 238th is moved north of Halsey Street closer to the west wing of the home it would increase noise to the occupants

3. Estimated Impact on Land Use:

NONE

Consequences:

4. Expected Impact on Natural Ecological Resources:

None impacted in project area.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

There may be some removal of trees. Measures will be taken to protect and preserve trees and vegetation wherever possible, especially adjacent to the nursing home on the northeast corner.

Consequences:

Noise and visual shielding may be diminished, in some areas.

6. Preliminary Identification of Areas of Critical Concern:

Potential impact of project on the old peoples home.

7. Potential for Controversial Issues:

**NONE**

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

An indirect source permit will be required

b. Noise Standards

a noise study will be required

c. Water Quality Standards

consistent

d. Area Land Use and Transportation Plans, and Zoning

Halsey Street and 238th Avenue are shown as Minor Arterials in the Multnomah County Comprehensive Framework Plan dated October 1977.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------ ----NON-MAJOR ACTION-----

SIGNIFICANT:
____ D & FEIS
____ Section 4(f)

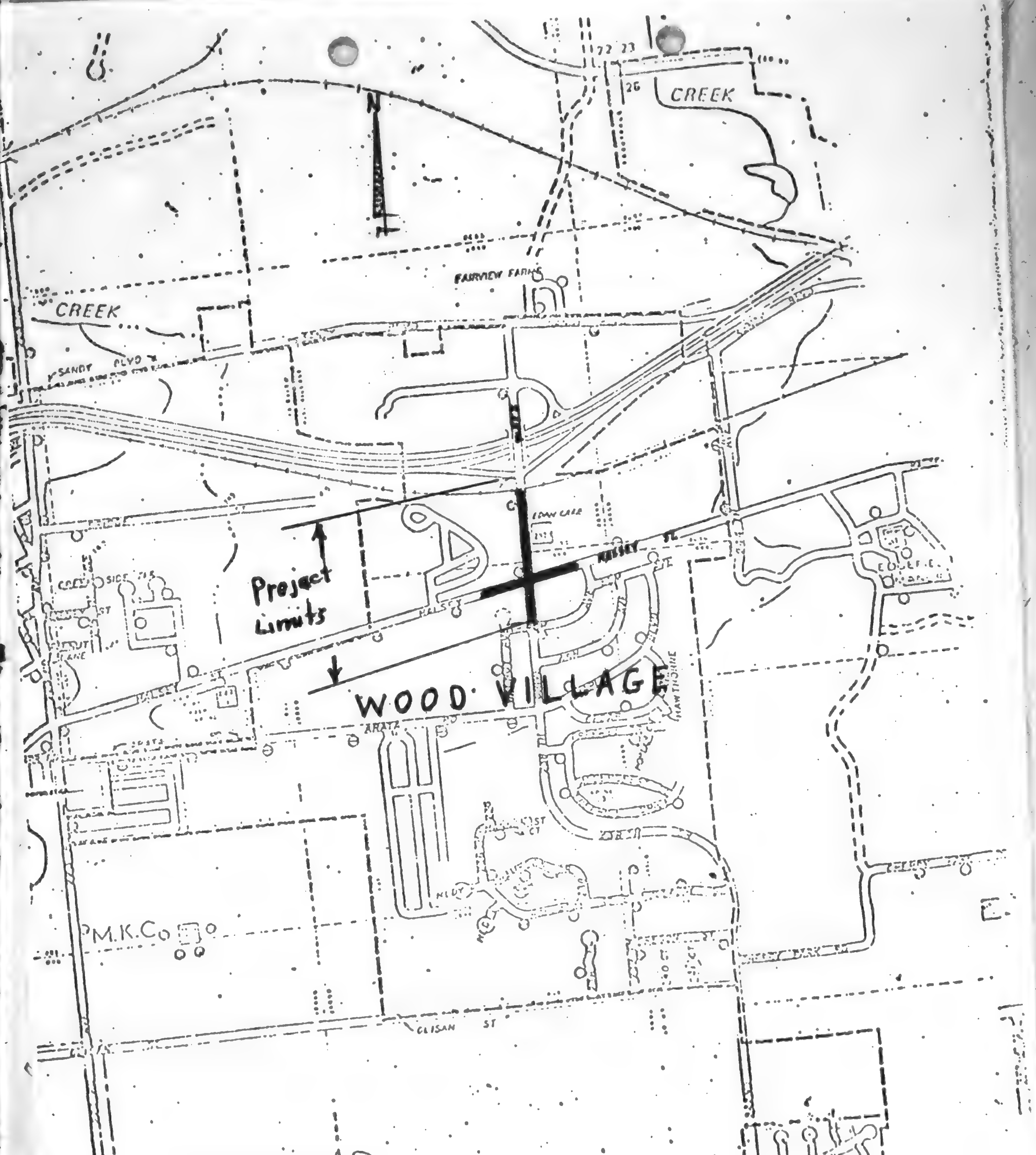
NON-SIGNIFICANT:
____ D & F Neg.Dec.
____ Section 4(f)

XX ASSESSMENT ONLY
____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project, if developed according to recommendations in this assessment, would have only local and minor impacts upon the human environment, it is recommended that it be classified as an assessment only action.

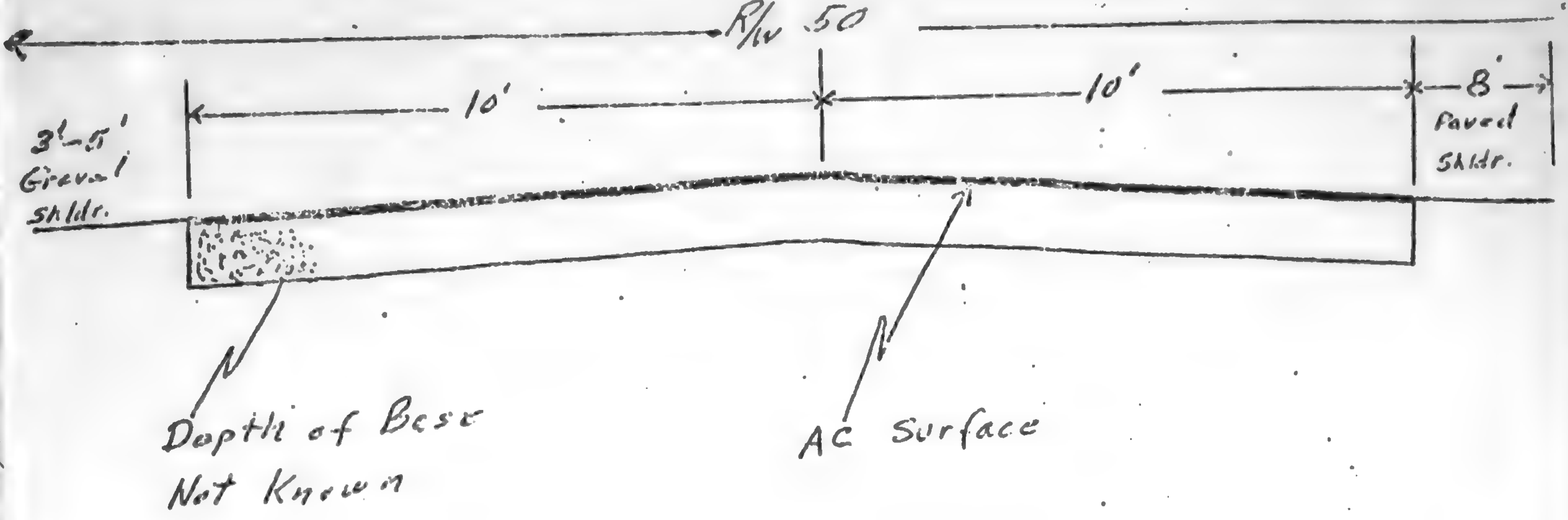
TBL

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4


N
22 23
26
CREEK
CREEK
FAIRVIEW FARMS
SANDY BLVD
Project Limits
HALSEY ST
WOOD VILLAGE
HAWTHORNE
ARATA
GLISAN ST
P.M.K.Co
NE 238th Dr.

# N.E. 2[illegible]8th Dr.

RR Tracks to Halsey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10'
10'
8'
Paved Shldr.
3'-5' Gravel Shldr.
Depth of Base Not Known
AC Surface

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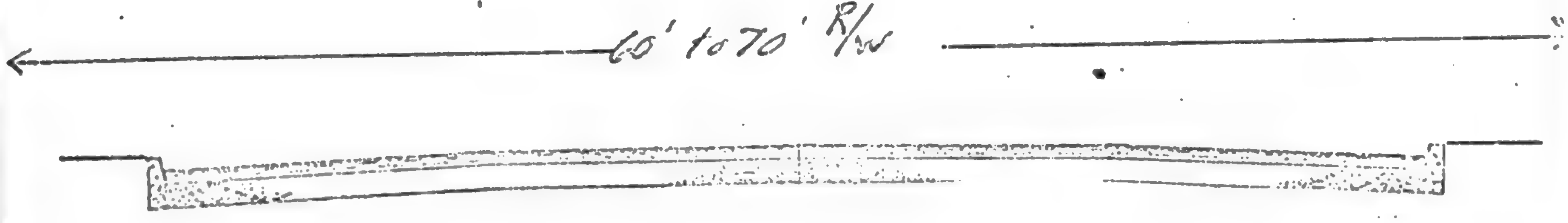
## PROPOSED



Cross section to be determined after

Fied survey is completed

9344

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** D. H. MOEHRING, Head attn: G. W. Wimer
Project Management Section

**DATE:** August 9, 1978

**FROM:** MAX J. KLOTZ
Technical Services Engineer

**SUBJECT:** Project Request, [redacted](e)-4
UPRR Crossing-Birch Avenue
NE 238th Avenue
City of Woodvillage
Multnomah County
Planning File no. 78-9

Attached is a request packet containing an Authority for Survey, Project Information Sheet, Environmental Assessment (previously sent to Gary Potter), Project Request and a copy of CRAG resolution BD780304.

This project is included in CRAG resolution BD780304 but not in the Six-Year Program. Please program $30,000 for preliminary engineering at this time.

lh

attachment

cc: F. E. Terpin
Technical Services (6)

8-14-78
Survey Authorization
To TERPIN.
cc of Packet to
SWAN.

Zehret M

81-125-1387

Form [illegible] (Rev. 9-71)

9344

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-9

# AUTHORITY FOR SURVEY

Section UPRR CROSSING - NE BIRCH AVENUE

Highway FAU 9877 (NE 238th Avenue

County Multnomah

Date August 8, 1978

Authorization No. 1

Survey Prefix 326-1961 (Assigned by Salem office)

Description of termini, route, length, etc.:

The routing is that of existing NE 238th Avenue beginning at the UPRR crossing and continuing south, 400 feet past Halsey to Birch Avenue. The overall length is 0.22 miles.

Proposed: To modify the intersection of 238th and Halsey providing left turn refuges on all four approaches. Improvements to include concrete curb and sidewalk where possible and a bus bay on Halsey on the N.W. corner.

Purpose of survey: County to perform field survey. Prepare environmental assessment, plans, specifications, and estimate.

State to monitor PE, review plans, environmental assessment, and complete PS&E.

IX-9877 (1)
10-16-78

Funding:
Cat. 4 - e(4) Funds
Cat. 3 NM

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 400 |
| Citizen Participation | (902) | |
| City or County | (903) | 27,000 |
| Consultant | (904) | |
| Final Design | (905) | 400 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | 600 |
| Soils & Geology | (910) | |
| Traffic | (911) | 1,000 |
| Landscape | (912) | |
| Liaison R/W | (913) | 200 |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 400 |
| Environmental | (923) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

| | |
|---|---|
| Total estimated cost of survey | $30,000 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

K. D. [illegible], METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Perpin

Location Engineer

Approved:

Tech. Serv. Mgr.

9344

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section UPRR CROSSING - BIRCH AVENUE Date August 3, 1978
Highway N.E. 238th Avenue County Multnomah

Existing Facility

Access control? No parking restrictions? No
Airport within 2 miles? Yes name Troutdale
Water development in the area? None
Recreation areas Columbia River
Historical areas None

Roadway: no. lanes 2 paved shoulders? NO
pavement width 20 feet

Structures: MP None description

Signals: location 238th Ave. & Halsey Street

Descriptions of adjacent sections
North end: 2-10' lanes with gravel shoulders
South end: 2-10' lanes with gravel shoulders

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

# FEDERAL AID PROJECT REQUEST

Date July 25, 1978 (Rev.)

Applicant Agency Multnomah County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project E-4 Transfer Funds

Federal Aid Route No. FAU 9877 Route Name N.E. 238th Avenue

Project Name N.E. 238th Avenue - Union Pacific Railroad Crossing to Halsey Street

Project Length 0.22 mile Project Location (Attach sketch map)

Project Description Widen 238th Avenue between UPRR tracks and 400 feet south of Halsey St. Provide left turn lanes on all four approaches to the intersection. Typical sections will be determined after completion of field survey. Improvements will include concrete curbs with sidewalks, where possible. Provide bus bay on Halsey at northwest corner of intersection.

Average Daily Traffic 238th Avenue 12,900 Design Speed Posted 30 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes 2 Shoulders Gravel

Medians None Parking None

Sidewalks None

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks Cross section to be determined after field survey is completed. The location of existing trees will be considered in selecting the width of roadway.

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 238th Ave.- 50 ft. Halsey- 80 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks ____

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

238th Avenue at Halsey Street

2. Proposed Signalization:

Location
Type
Phases
Type of Suspension
Interconnected
Remarks Revise existing signals to fit improvements and provide traffic actuation.

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Inside the City of Wood Village illumination is responsibility of the City.

2. Proposed Illumination:

Location
Type
Remarks NONE

## V. STRUCTURE DATA

1. Existing Structure:

Location NONE
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location NONE
Approximate Size: Length Width

Are sidewalk/bikeways desired: __________

Are any utilities to be attached to structure? __________

Are provisions for illumination desired? __________

Are there any unusual or complicating conditions? __________

Remarks __________

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No ______

Name of Railroad Union Pacific Railroad Co.
Existing Crossing Protection Signals and Gates

2. Will existing railroad crossing be altered? NO.

Remarks __________

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | Mult. County Dept. of Environmental Services<br>Office |
| 2. | Environmental | (Same)<br>Office |
| 3. | Public Hearing | (Same)<br>Office |

Remarks __________

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes ________ No X

If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 148,000 |
| Right-of-way costs (if participating) | 50,000 |
| Traffic control | 2,000 |
| Illumination | 0 |
| Structures | 0 |
| Railroad | |
| Other Traffic Signal Revision | ~~20,000~~ 50,000 |
| Preliminary engineering | 30,000 |
| PROJECT TOTAL | $ ~~250,000~~ 280,000 |

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Multnomah COUNTY

By ________

By ________

By Oliver J. Domreis

By OLIVER J. DOMREIS,
County Engineer

By ________

7344

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date July 25, 1978 (Rev.)

Section UPRR Crossing-Birch Avenue

Unit (if appl)

County Multnomah

City Wood Village

Highway NE 238th Avenue

State Hwy. No.

Termini: M.P.(if appl)

Length 0.22 mile

Region I

Construction Estimate $250,000 FAU-e(4)
Program Amount

---

### B. Purpose of Project:

To improve the flow of traffic on 238th Avenue from I-80N to Halsey Street, and at the intersection of 238th Avenue and Halsey Street, and to provide needed sidewalks.

### C. Origin & History of Project:

The 238th Avenue & Halsey Street intersection is a bottleneck for traffic going to and from I-80N and Sandy Boulevard. Both 238th and Halsey are two lanes and there are no left turn lanes or sidewalks at this intersection. There is a narrow right turn from 238th southbound to westbound on Halsey.

### D. General Description of Project:

Widen 238th Avenue with curbs and sidewalks in a 60 ft. to 70 ft. right-of-way between UPRR tracks and 400 ft. south of Halsey Street. Provide left turn lanes on all approaches to intersection, and construct curbs and sidewalks on Halsey Street 400 ft. east and west of intersection. Road width to be determined after field survey is completed.

Alignment: New ______ Existing xx Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Proposed: No. Lanes 2 ; Med. yes ; Shldrs. no ; Parking no

Traffic: Existing Facility: Existing ADT 12,900 ; Projected ADT 20,000 ; Yr. 1990 ITP

Existing Level of Service D

Proposed Facility: Projected ADT 20,000 ; Yr. 1990

Projected Level of Service D

734-3953 (10-75)

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 5
Yes, No

Acres 0.31 ; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials can be expected to come from gravel plants in the Troutdale area, and paving plans in the SE 190th Avenue and SE Main Street area. Waste disposal will be used for land reclamation.

Type of Structure(s):

NONE

Brief Description of River or Stream and Type of Involvement, if any:

NONE

Local City, County or COG priorities of project:

Selected by East County Transportation Committee. Highest priority project of the City of Wood Village. High priority project of Multnomah County.

FHWA and/or OSHD approvals given, if any:

NONE

Location or Des Alternatives (identify and describe):

1. No Build
2. Construct with no median except left turn at intersection

Other Descriptive Information or Comments:

Every effort should be made to minimize the impact on the old people's home located in the NE quadrant of the intersection. This should include discussing the proposed project with the management of the home prior to finalizing the project design. Evaluation of the proposed east side-Halsey to RR crossing-sidewalk (in part along the edge of the home) should be made to determine if it can be eliminated in order to spare the trees on that side. Since there is only a 58' clearance between the trees along the side of the home and those across 238th by the Wood Village City Hall a 60'-70' road section clearly cannot be fit[illegible] in there; some adjustment must be made.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

The project lies in the city of Wood Village. NE Halsey Street is level and runs east and west. NE 238th Avenue runs north and south, and connects to I-80N and Sandy Boulevard north of the project limits. The grade of 238th Avenue is fairly level south of Halsey Street and is downhill north of Halsey. Both Halsey and 238th Avenue are county maintained roads.

Fauna is typical of urban areas consisting primarily of avian. All four quadrants of the intersection have mature trees. On the south side of Halsey the trees should not be affected by the project. On the north side, especially on the borders of the old people's home there are large spanish chestnuts and ornamental firs. Shading one wing of the home is a big leaf maple about 48" in diameter.

#### 2. Cultural:

The intersection of 238th Avenue and Halsey Street is the main intersection in Wood Village, with the heaviest traffic volumes. City Hall is located on the northwest corner of the intersection and a retirement home is on the northeast corner. There are small businesses located on the south side of the intersection and on both sides of 238th Avenue. The yard of the retirement home fronts on both Halsey Street and 238th Avenue. In favorable weather it is heavily used for recreation by the residents. The trees along its borders provide both shade and aesthetic atmosphere.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

not determined

2. Estimated Impact on Traffic Patterns:

The improvement will reduce congestion and delay at the intersection of NE 238th Avenue and NE Halsey Street

Consequences--Air Quality, Noise, Safety, etc.:

If the nearest travel lane on 238th is moved north of Halsey Street closer to the west wing of the home it would increase noise to the occupants

3. Estimated Impact on Land Use:

NONE

Consequences:

4. Expected Impact on Natural Ecological Resources:

There will be a depletion of road building materials

Consequences:

Non-recoverable loss of road building materials.

5. Expected Impact on Cultural and Scenic Resources:

There may be some removal of trees. Measures will be taken to protect and preserve trees and vegetation wherever possible, especially adjacent to the nursing home on the northeast corner.

Consequences:

Noise and visual shielding may be diminished, in some areas.

6. Preliminary Identification of Areas of Critical Concern:

Prevention of serious impact on the old people's home

7. Potential for Controversial Issues:

NONE

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

An indirect source permit will be required

b. Noise Standards

a noise study will be required

c. Water Quality Standards

consistent

d. Area Land Use and Transportation Plans, and Zoning

Halsey Street and 238th Avenue are shown as Minor Arterials in the Multnomah County Comprehensive Framework Plan dated October 1977.

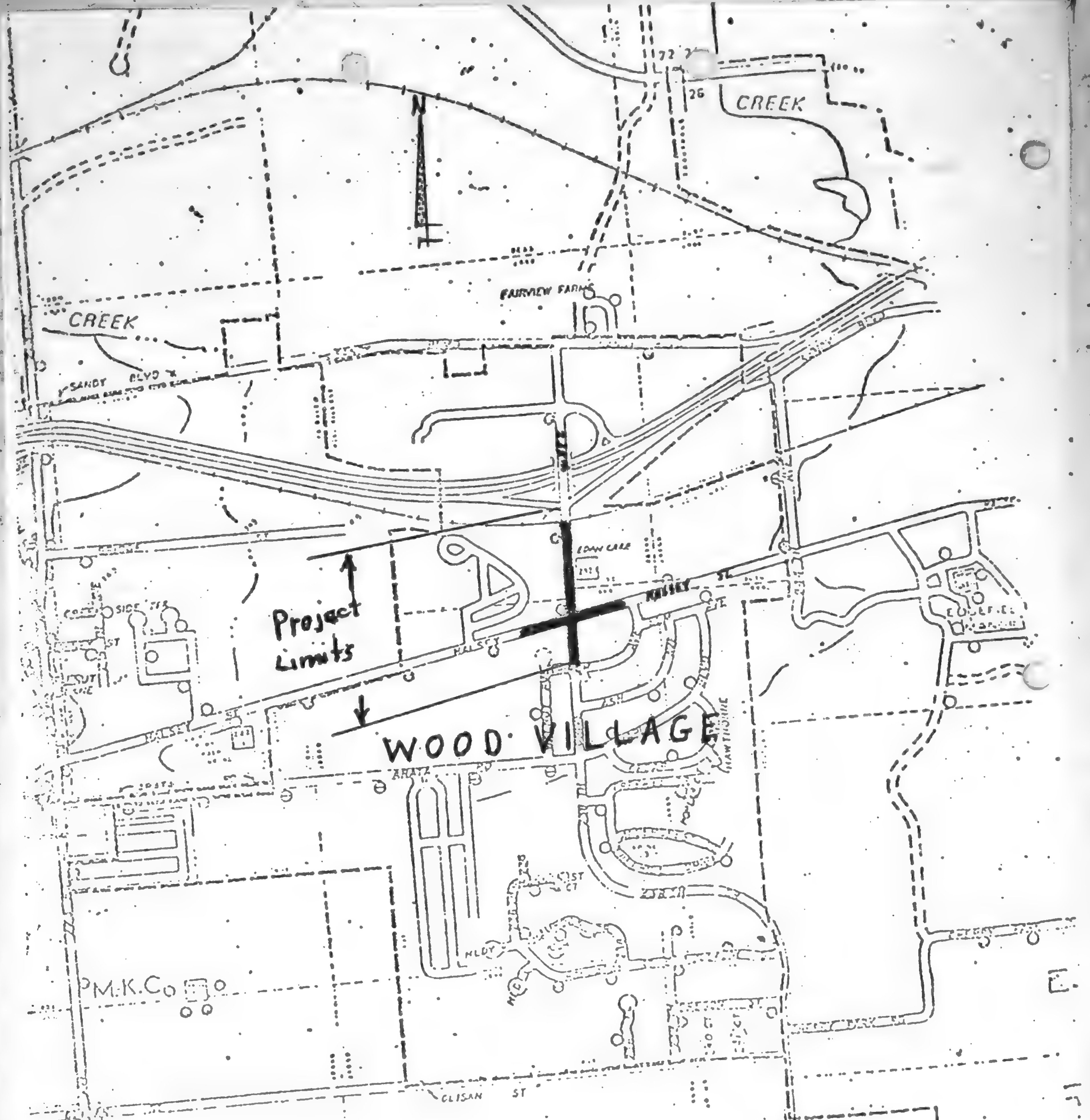
C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION------------------ | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | XX ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
Since the project, if developed according to recommendations in this assessment, would have only local and minor impacts upon the human environment, it is recommended that it be classified as an assessment only action.

TSL

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4

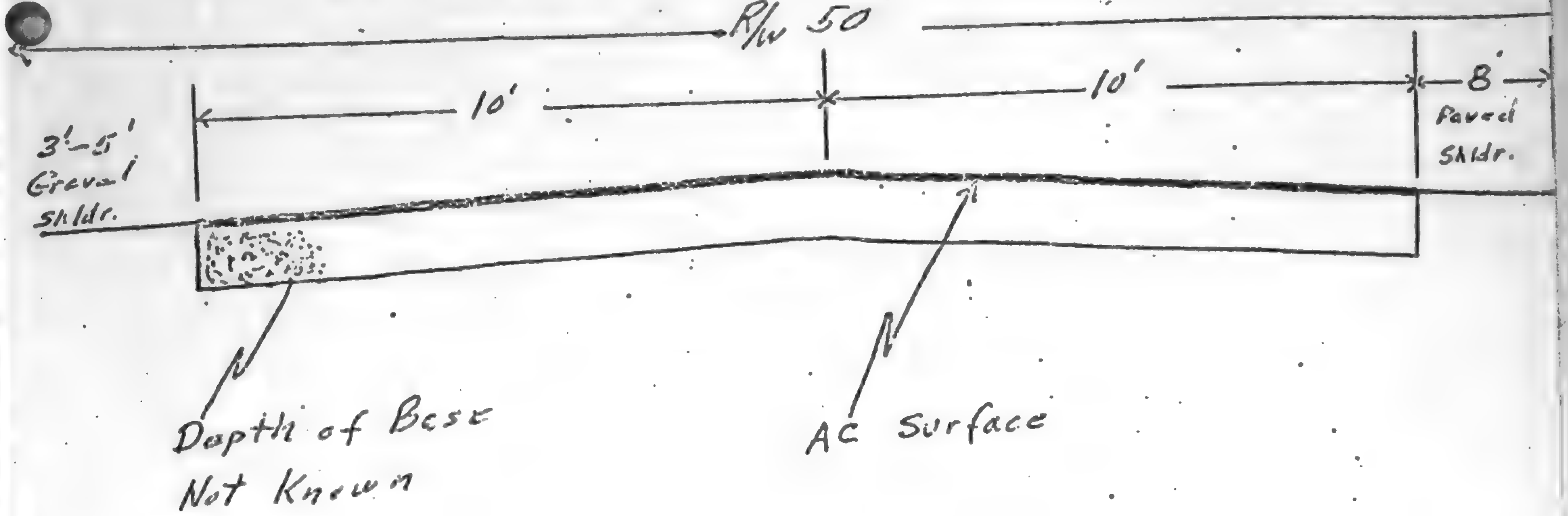

N
CREEK
CREEK
FAIRVIEW FARMS
SANDY BLVD
EDEN CARE
HALSEY ST
HALSEY ST
Project Limits
WOOD VILLAGE
ARATA RD
HAWTHORNE
P.M.K.Co
GLISAN ST
E

NE 238th Dr

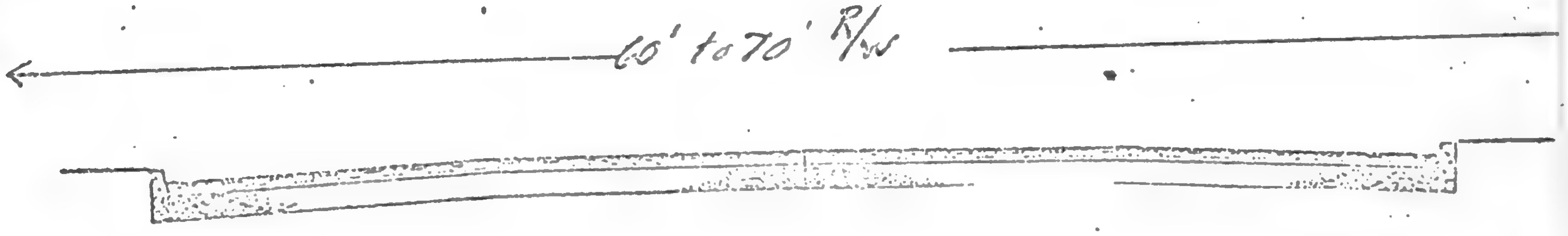
# EXISTING

N.E. 238th Dr.

RR Tracks to Halsey


R/W 50'
10'
10'
8'
Paved Shldr.
3'-5' Gravel Shldr.
Depth of Base Not Known
AC Surface

# PROPOSED



Cross section to be determined after Fied survey is completed

FORM D

9344

3-23-78

RECOMMENDATION TO THE
OREGON DEPARTMENT OF TRANSPORTATION

PROJECT (HWY) NAME: N. E. 238th Avenue

PROJECT TERMINI: UPRR Crossing to 400 ft. south of Halsey St.

DESCRIPTION OF CURRENT PROBLEM: The present 238th Avenue & Halsey St. intersection is a bottleneck for traffic going to and from I-80N and Sandy Blvd., which lie to the north of the intersection. The lack of left turn lanes adds to the congestion and there are presently no sidewalks along 238th Avenue or Halsey Street.

RECOMMENDED CORRECTIVE ACTION: Reconstruction of N.E. 238th Avenue from UPRR tracks to 400 feet south of Halsey St. Provide left turn lanes on all approaches to the intersection, and provide sidewalks.

SUBMITTED BY (JURISDICTION) Multnomah County

FORM C

## PROJECT INFORMATION FORM
TRANSPORTATION IMPROVEMENT PROGRAM
PORTLAND - VANCOUVER METROPOLITAN AREA

PROJECT NAME: NE 238th Avenue UPRR Crossing to Halsey St.

I.D. # ______

APPLICANT Multnomah County

SCHEDULE:

| | | | |
|---|---|---|---|
| TO ODOT | ______ | EIS CK'D | ______ |
| PE CK'D | ______ | BID LET | ______ |
| CAT'GY | ______ | COMPLT | ______ |
| HEARING | ______ | | |

PROJECT DESCRIPTION:

RESPONSIBILITY (AGENCY) Multnomah County

LIMITS UPRR Crossing to Halsey St.

LENGTH 0.22 mile

DESCRIPTION Widen 238th Avenue with curbs and sidewalks in a 60' to 70' right of way between UPRR tracks and 400 ft. south of Halsey St. Provide left turn lanes on all four approaches to the intersection and construct curbs and sidewalks on Halsey St. 400 ft. east and west of the intersection. Cross section to be determined after field survey is completed.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:

LONG RANGE ELEMENT ____ TSM ELEMENT ____

FUNDING PLAN BY FISCAL YEAR ($000)

| | FY 78 | FY 79 | FY 80 | FY 81 | FY 82 | TOTAL |
|---|---|---|---|---|---|---|
| TOTAL | $ | 30,000 | 220,000 | | | |
| FEDERAL | $ | 25,800 | 189,200 | | | |
| STATE | $ | | | | | |
| LOCAL | $ | 4,200 | 30,800 | | | |
| | $ | | | | | |
| | $ | | | | | |

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

| | |
|---|---|
| PRELIMINARY ENGRG | $ 30,000 |
| CONSTRUCTION | 148,000 |
| RIGHT OF WAY | 50,000 |
| TRAFFIC CONTROL | 2,000 |
| ILLUMIN, SIGNS, LANDSCAPING, ETC | |
| STRUCTURES | 0 |
| RAILROAD CROSSINGS | |
| Traf. Signal Revis. | 20,000 |
| TOTAL | $ 250,000 |

SOURCE OF FUNDS (%)

| | |
|---|---|
| FEDERAL | |
| FAUS (PORTLAND) | |
| FAUS (OREGON REGION) | |
| FAUS (WASH REGION) | |
| UMTA CAPITAL | |
| UMTA OPRTG | |
| INTERSTATE | |
| FED AID PRIMARY | |
| INTERSTATE SUBSTITUTION | |
| E-4 Transfer Funds | 86% |
| NON-FEDERAL (MATCH) | |
| STATE | |
| LOCAL | 14% |

LOCATION MAP:

# CRAG RESOLUTION

## BD 780304

FOR THE PURPOSE OF ESTABLISHING PRIORITIES FOR THE EAST MULTNOMAH COUNTY RESERVE ACCOUNT, CATEGORY IV, INTERSTATE TRANSFER FUND.

WHEREAS, The CRAG Board of Directors in Resolution BD 761104 and BD 770505 established a Category IV Reserve Account for East Multnomah County projects, with $5 million of Interstate Transfer funds to be used to fund the federal share; and

WHEREAS, The CRAG Board of Directors in Resolution BD 770604 established procedures and a process to identify and evaluate projects proposed for Category IV funds; and

WHEREAS, The procedures and process (refer to the planning analysis contained in Exhibit A) the East Multnomah County Transportation Committee and by the East Multnomah County Technical Advisory Committee Task Force in developing projects for consideration for funding approval from the Category IV reserve and are documented in the attached report entitled, Planning Analysis for Category IV East County Reserve Funds; and

WHEREAS, The East Multnomah County Transportation Committee has requested that priorities be established and that federal funds be authorized for selected projects; and

NOW THEREFORE BE IT RESOLVED, That federal 103(e)(4) funds be authorized from the Category IV reserve, as follows:

| | |
|---|---|
| Halsey Street/238th Intersection Improvement (PE/ROW/CONSTRUCTION) | $215,000 |
| Signalization of Fairview Avenue at Halsey Street and at Sandy Blvd. (PE/CONSTRUCTION) | $ 78,000 |
| Preliminary Engineering for Widening of 182nd Avenue Between Powell Blvd. and Division Street | $115,000 |

| | |
|---|---|
| Preliminary Engineering for the extension of 221st Avenue between Powell Blvd. and Towle Road, the reconstruction to an Urban Standard Road between Johnson Creek and Butler Road. | $284,000 |
| Preliminary Engineering for the reconstruction and realignment of Cherry Park Road/257th Avenue between 242nd Avenue and Troutdale Road. | $181,000 |
| | $873,000 |

BE IT RESOLVED, That the residual amounts remaining in the East Multnomah County Reserve account be retained, and

BE IT FURTHER RESOLVED, That Multnomah County should work cooperatively in undertaking the preliminary engineering with Tri-Met in order to maximize transit opportunities; and

BE IT FURTHER RESOLVED, That the Board of Directors finds that the projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and the fiscal year 1978 Annual Element of the Regional Transportation Improvement Program and hereby are given affirmative A-95 approval; and

BE IT FURTHER RESOLVED, That the Board of Directors hereby directs and authorizes the Executive Director to forward this resolution to the Governor through the Department of Transportation for his consideration and submission to the United States Department of Transportation and to take other action as necessary to carry out the purposes of this resolution; and

BE IT FURTHER RESOLVED, That local jurisdictions and Multnomah County will forward assurance of the availability of local match for all projects in a timely fashion; and

BE IT FURTHER RESOLVED, That Multnomah County is authorized to forward project applications and other documentation to the Oregon Department of Transportation as required to initiate project development in accordance with this resolution.

ADOPTED by the CRAG Board of Directors, this 23rd day of March, 1978.

By Denton U. Kent

Denton U. Kent, Executive Director

1981 SE 82nd Ave.-SE 92nd Ave. 9345
Sec. of the Mt. Hood Hwy. (Grad, Pav,
Sign, Illum, Sig, & Lndscp.)

See: CON 21-10-1 -Sp. for previous corresp.
52nd - 92nd

C&A 7219 - 8/7/80, 12/11/81
6285 - 3/20/79
6128 - 11/2/79

9345

c

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>2-29 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon |
| PROJECT REPORT NUMBER | | County<br>Multnomah |
| MODIFICATION NUMBER<br>4 | 2-8-88 | Project Number<br>IX-24(29) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 6 , 19 81 ,

is hereby modified as follows:

| | Former amount | Revised amount | |
|---|---|---|---|
| Estimated total cost of project | $ 1,198,584.00 | $ 1,245,884.00 | |
| Federal funds | $ 98,470.69 | $ 138,675.69 | (580) |
| | 920,324.31 | 920,324.31 | (772) |
| Other revisions | | | |

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of February , 19 88 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Joseph N. Speight for

Manager, Program Section
*(Title)*

~~BY~~X For: Larry Rulien

State Highway Engineer
*(Title)*

By __________

__________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
~~(Division Administrator)~~

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 29, 1988

Federal-Aid Project No. IX-24(29)

S.E. 82nd Ave.-S.E. 92nd Ave. Sec.
Mt. Hood Highway
Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 293+49 to 319+20)

| ITEM | UNIT | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|---|
| Temporary Signs | SF | $ 20.00 | 400 | $ 8,000.00 | 583.10 | $ 11,662.00 |
| Temporary Barricades | EA | 115.00 | 14 | 1,610.00 | 23 | 2,645.00 |
| Temp. Reflective Pavement Markers | EA | 4.00 | 420 | 1,680.00 | 497 | 1,988.00 |
| Special Backfill Materials | CY | 10.00 | 430 | 4,300.00 | 480.50 | 4,805.00 |
| Class "B" Asphalt Concrete Mixture | TON | 18.00 | 3,770 | 67,860.00 | 4,325.77 | 77,864.00 |
| Asphalt Cement in Mix | TON | 175.00 | 190 | 33,250.00 | 238.45 | 41,730.00 |
| Concrete Driveways | SY | 14.00 | 1,690 | 23,660.00 | 2,005.80 | 28,081.00 |
| | | | | $140,180.00 | | $168,775.00 |

| | |
|---|---|
| Total Increase | $ 28,595.00 |
| Subtotal from previous estimate of June 11, 1986 | 953,568.78 |
| Subtotal | $ 982,163.78 |
| Engineering | 134,830.22 |
| Total | $1,116,994.00 |

TYPE CODE Y031
SIGNALS

| | |
|---|---|
| Total as from previous estimate of June 11, 1986 | $ 128,890.00 |
| Length of Roadway | 0.47 mi. |
| Cost of Roadway Per Mile | $2,376,582.97 |

### SUMMARY OF FUNDS (85%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Roadway | 580 | $ 163,149.00 | $ 138,675.69 | $ 24,473.31 |
| Roadway | 772 | 953,845.00 | 810,768.31 | 143,077.69 |
| Signals | 772 | 1,245,884.00 | 109,556.00 | 19,334.00 |
| Total | | $1,245,884.00 | $1,059,000.00 | $ 186,885.00 |

Sub. Job 010: 0%; Sub. Job 011: 96%; Sub. Job 080 = 0%; Sub. Job 081 = 4%
Contract No. 9345
Prefix: C026-1017
DDB:bkb

9345

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>6-10D+101 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| PROJECT REPORT NUMBER | | Project Number<br>IX-24(29) |
| MODIFICATION NUMBER<br>~~2~~ 4 | 6-17-86 | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 6, 19 81, is hereby modified as follows:

| | | Former amount | Revised amount | |
|---|---|---|---|---|
| Estimated total cost of project | | $ 1,219,760.00 | $ 1,198,584.00 | |
| | (772) | 938,324.31 | 920,324.32 | (772) |
| Federal funds | (580) | $ 98,470.69 | $ 98,470.69 | (580) |
| Other revisions | | | | |

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Gary A. Potter

Manager, Program Section
*(Title)*

~~By~~ XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 11, 1986

Federal-Aid Project No. IX-24(29)

S.E. 82nd Ave.-S.E. 92nd Ave.
Mt. Hood Highway
Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 293+49 to Sta. 319+20)

| | | |
|---|---|---|
| Subtotal from previous estimate of July 26, 1984 | | $ 953,568.78 |
| | Engineering | 116,125.22 |
| | Total | $ 1,069.694.00 |

Type Code Y031
Signals

| | |
|---|---|
| Total the same as previous estimate of February 4, 1983 | $ 128,890.00 |
| Length of Roadway | 0.468 mi. |
| Cost of Roadway Per Mile | $ 2,561,074.78 |

SUMMARY OF FUNDS (85%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Roadway | 772 | $ 953,845.00 | $ 810,768.31 | $ 143,077.69 |
| Roadway | 580 | 115,848.00 | 98,470.69 | 17,377.31 |
| Signals | 772 | 128,890.00 | 109,556.00 | 19,334.00 |
| Total | | $1,198,584.00 | $1,018,795.00 | $ 179,789.00 |

Group 1 96%; Group 8 4%
Contract No. 9345
Prefix: 26-1017

RHZ:bkb

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-28327
PROJECT REPORT NUMBER
MODIFICATION NUMBER 23

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-3-85

State Oregon
County Multnomah
Project Number IX-24(29)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 6, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,219,760.00 | $ 1,219,760.00 |
| | 95,526.00(580) | 98,470.69(580) |
| Federal funds | $ 941,269.00(772) | $ 938,324.32(772) |
| Other revisions | | |

This modification is made for the following reasons:

To release appn code (772) to cover overrun on another project, and to increase appn code (580) in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of June, 1985.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

for Manager, Program Section
*(Title)*

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burns
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G345

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 8-2+3

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
**Federal Highway Administration**

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-31-84

Form Approved; O M B No. 04-R2089

State OREGON

County MULTNOMAH

Project Number IX-24(29)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 6, 1981, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $1,205,000 | $1,219,760 |
| Federal funds | 82,980(580)<br>$ 941,269(772) | 95,526 (580)<br>$ 941,269 (772) |
| Other revisions | | |

This modification is made for the following reasons: To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of July, 1984.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ FOR: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 26, 1984

FEDERAL AID PROJECT NO. IX-24(29)

S.E. 82ND AVE.-S.E. 92ND AVE.
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204
ROADWAY (Sta. 293+49 to Sta. 319+20)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Class "B" Asphalt Concrete Mixture | $<br>$ 18.00 | 2,950 | $ 53,100.00 | 3,770 | $ 67,860.00 |
|  | SUBTOTALS |  | $ 53,100.00 |  |  |

|  |  |
|---|---|
| Increase | $ 14,760.00 |
| Subtotal from previously Revised Project Agreement Estimate of February 4, 1983 | 938,808.78 |
| SUBTOTAL | $ 953,568.78 |
| Engineering | 137,301.22 |
| TOTAL | $1,090,870.00 |

TYPE CODE Y031
SIGNALS

| | |
|---|---|
| Total the same as previous estimate of February 4, 1983 | $ 128,890.00 |

Length of Roadway ---------------------------- 0.468 mi.

Cost of Roadway Per Mile ---------------------- $2,373,641.03

## SUMMARY OF FUNDS (85%)

| DESCRIPTION | APPN CODE | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|---|
| Roadway | 772 | $ 978,486.00 | $ 831,713.00 | $146,773.00 |
| Roadway | 580 | 112,384.00 | 95,526.00 | 16,858.00 |
| Signals | 772 | 128,890.00 | 109,556.00 | 19,334.00 |
| TOTAL | | $1,219,760.00 | $1,036,795.00 | $182,965.00 |

Group 1: 96%; Group 8: 4%
Contract No. 9345
Prefix: 26-1017

WH:pf

9345 B

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>2-124 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| MODIFICATION NUMBER<br>1 | 2-18-83 | Project Number<br>IX-24(29) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 6, 1981, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $1,107,376.00 | $1,205,000.00 |
| Federal funds | $941,269.00(772) | 82,980.00 (580)<br>$941,269.00 (772) |
| Other revisions | | |

This modification is made for the following reasons:

to include increase in final construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of February, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Acting Program Section Manager
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S PARTMENT OF TRANSPORTATION
FE RAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon February 4, 1983

Federal-Aid Project
No. IX-24(29)

S.E. 82nd Ave.-S.E. 92nd Ave. Section
Mt. Hood Highway
Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 293+49 to Sta. 319+20)

Subtotal on previous estimate of September 24, 1981 $ 862,103.00

### Previous Estimate

| | | | |
|---|---|---|---|
| Trench Excavation | 4,710 Cu. Yd. | 6.00 | $ 28,260.00 |
| 12-inch Sewer Pipe | 60 Lin. Ft. | 11.00 | 660.00 |
| 18-inch Sewer Pipe | 4,810 Lin. Ft. | 15.00 | 72,150.00 |
| | | | $ 101,070.00 |

### Revised Estimate

P.A. No. 5 deleted above bid items and payment as follows:

| | | | |
|---|---|---|---|
| P.A. 5 Trench Excavation | 2,775 Cu. Yd. | 8.25 | $ 22,893.75 |
| P.A. 5 12-inch Sewer Pipe | 1,603 Lin. Ft. | 13.00 | 20,839.00 |
| P.A. 5 18-inch Sewer Pipe | 981 Lin. Ft. | 18.00 | 17,658.00 |
| P.A. 5 24-inch Sewer Pipe | 920 Lin. Ft. | 32.00 | 29,440.00 |
| P.A. 5 Concrete Manholes | 15 Each | 1,500.00 | 22,500.00 |
| P.A. 5 Special Manholes | 7 Each | 2,000.00 | 14,000.00 |
| P.A. 5 Reconstruct Sumps | 8 Each | 1,100.00 | 8,800.00 |
| P.A. 6 Settlement for Delay of Drainage Work | | Lump Sum | 12,000.00 |
| EWO 2 Clean Existing Sumps | | All Required | 2,531.79 |
| EWO 3 Test New Sumps | | All Required | 2,402.03 |
| EWO 4 Reconnect Drains and Sewers | | All Required | 1,464.39 |
| EWO 5 Adjust Traffic Signals | | All Required | 5,998.32 |
| EWO 6 Place Bituminous Base & Restore Traffic Signal | | All Required | 7,485.26 |
| EWO 7 Modify Sump Lids | | All Required | 1,814.84 |

| | | |
|---|---|---|
| EWO 11 Pavement Removal | All Required | $ 2,448.40 |
| EWO 12 Rebuild Manholes | All Required | 2,000.00 |
| EWO 13 Install Water Service | All Required | 3,500.00 |
| | | $ 177,775.78 |
| | Increase | 76,705.78 |
| | Subtotal | 938,808.78 |
| | Engineering | 137,301.22 |
| | Total | $1,076,110.00 |

Type Code Y031

Signals

Total Same As Previous Estimate of 9/24/81 $ 128,890.00

Length of Roadway -------------------------- 0.468 mile

Cost of Roadway Per Mile ------------------- $ 2,299,380.34

SUMMARY OF FUNDS

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Roadway | 772 | $ 978,486.00 | $ 831,713.00 | $146,773.00 |
| Roadway | 580 | 97,624.00 | 82,980.00 | 14,644.00 |
| Signals | 772 | 128,890.00 | 109,556.00 | 19,334.00 |
| TOTAL | | $1,205,000.00 | $1,024,249.00 | $180,751.00 |

Group 1 96% Group 8 4%

Contract No. 9345

Prefix: 26-1017

9345

STATE COPY

OMB No. 04-R2089 2

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>11-45 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11-6-81 | State<br>Oregon<br>County<br>Multnomah<br>Project No.<br>IX-24(29) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. 82nd Ave.-S.E. 92nd Ave.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-5-81 | 0.468 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 85%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 1,107,376.00 | FEDERAL FUNDS<br>$ 941,269.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By D C Swa

Operation Programming Engineer
*(Title)*

~~XXX~~For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator 11 6 81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon September 24, 1981

Federal Aid Project
No. IX-24(29)

S.E. 82nd Ave.-S.E. 92nd Ave. Section
Mt. Hood Highway
Multnomah County

## PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 293+49 to Sta. 319+20)

| | | | | |
|---|---|---|---|---|
| Mobilization | (84) | % | All Required | $ 48,720.00 |
| Temporary Protection and Direction of Traffic | (84) | % | All Required | 6,720.00 |
| Temporary Signs | 400 | Sq. Ft. | 20.00 | 8,000.00 |
| Temporary Barricades | 14 | Each | 115.00 | 1,610.00 |
| Temporary Plastic Safety Markers | 52 | Each | 75.00 | 3,900.00 |
| Temporary Reflective Pavement Markers | 420 | Each | 4.00 | 1,680.00 |
| Sequential Arrow Signs | 1 | Each | 2,000.00 | 2,000.00 |
| Flagmen | 1,000 | Hour | 22.00 | 22,000.00 |
| Removal of Structures and Obstructions | | | All Required | 5,000.00 |
| General Excavation | | | All Required | 50,000.00 |
| Trench Excavation | 4,710 | Cu. Yd. | 6.00 | 28,260.00 |
| Special Backfill Material | 430 | Cu. Yd. | 10.00 | 4,300.00 |
| Installing Telephone Conduit | 2,570 | Lin. Ft. | 3.00 | 7,710.00 |
| Finishing Roadbed and Slopes | | | All Required | 7,000.00 |
| Furnishing and Placing Topsoil | 2,000 | Cu. Yd. | 10.00 | 20,000.00 |
| Treated Base Mixture | 11,050 | Ton | 9.00 | 99,450.00 |
| Cement in Treated Base Mixture | 600 | Ton | 73.00 | 43,800.00 |
| Class "B" Asphalt Concrete Mixture | 2,950 | Ton | 18.00 | 53,100.00 |
| Asphalt Cement in Mixture | 190 | Ton | 175.00 | 33,250.00 |
| 8-inch Sewer Pipe | 1,860 | Lin. Ft. | 7.00 | 13,020.00 |
| 12-inch Sewer Pipe | 60 | Lin. Ft. | 11.00 | 660.00 |
| 18-inch Sewer Pipe | 4,810 | Lin. Ft. | 15.00 | 72,150.00 |
| Concrete Sumps | 11 | Each | 3,500.00 | 38,500.00 |
| Concrete Inlets, Type G-1 | 54 | Each | 380.00 | 20,520.00 |
| Concrete Inlets, Type P | 1 | Each | 400.00 | 400.00 |

|  |  |  |  |
|---|---|---|---|
| Concrete Walks | 3,000 Sq. Yd. | 11.00 | 33,000.00 |
| Concrete Driveways | 1,690 Sq. Yd. | 14.00 | 23,660.00 |
| Concrete Curbs | 7,415 Lin. Ft. | 3.50 | 25,952.50 |
| Drainage Curbs | 1,070 Lin. Ft. | 2.25 | 2,407.50 |
| Concrete Water Main Protection | 1,180 Sq. Yd. | 31.50 | 37,170.00 |
| Removal of Existing Sign Installations |  | All Required | 1,500.00 |
| Wood Sign Posts |  | All Required | 700.00 |
| Sign Support Footings |  | All Required | 500.00 |
| Type "C" Signs in Place | 13 Sq. Ft. | 15.00 | 195.00 |
| Type "U" Signs in Place | 44 Sq. Ft. | 20.00 | 880.00 |
| Move and Reinstall Existing Signs and Supports |  | All Required | 3,200.00 |
| Pole Foundations |  | All Required | 16,500.00 |
| Roadway Lighting Poles and Arms |  | All Required | 25,000.00 |
| Luminaires and Ballasts |  | All Required | 6,500.00 |
| Switching, Conduit, Wiring, Lamps, Etc. |  | All Required | 30,000.00 |
| Furnishing and Planting Trees | 92 Each | 110.00 | 10,120.00 |
| Furnishing and Planting Vines | 9,340 Each | 0.75 | 7,005.00 |
| Bark Mulch | 32 Unit | 150.00 | 4,800.00 |
| Soil Conditioner | 235 Cu. Yd. | 15.00 | 3,525.00 |
| Irrigation System |  | All Required | 22,000.00 |
|  |  |  | $ 846,365.00 |

Anticipated Items

|  |  |  |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 5,000.00 |
| Temporary Pavement Striping | All Required | 1,000.00 |
| Remove Pavement Striping | All Required | 2,400.00 |
| Temporary Erosion Control | All Required | 200.00 |
| On-the-job Trainees (1-1,000 $0.80) | All Required | 800.00 |
| Bureau of Water Works, City of Portland |  | 6,338.00 |
|  |  | $ 15,738.00 |
|  | SUBTOTAL | $ 862,103.00 |
|  | Engineering | 116,383.00 |
|  | TOTAL | $ 978,486.00 |

Type Code Y031
Signals

| | | | |
|---|---|---|---|
| Mobilization | (16) % | All Required | $ 9,280.00 |
| Temporary Protection and Direction of Traffic | (16) % | All Required | 1,280.00 |
| Traffic Signal Installation, Complete | | All Required | 102,000.00 |
| | | | $ 112,560.00 |

Anticipated Items

| | | |
|---|---|---|
| State Furnished Software Program | All Required | $ 1,000.00 |

| | |
|---|---|
| SUBTOTAL---------------------------------------- | $ 113,560.00 |
| Engineering ------------------------------------ | 12,655.00 |
| Engineering (Signal Controller Program)---------- | 2,675.00 |
| TOTAL | $ 128,890.00 |

Length of Roadway ---------------- 0.468 mi.
Cost of Roadway Per Mile ---------$2,090,782.05

SUMMARY OF FUNDS (85%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $ 978,486.00 | $ 831,713.00 | $146,773.00 |
| Signals | 128,890.00 | 109,556.00 | 19,334.00 |
| TOTAL | $1,107,376.00 | $ 941,269.00 | $166,107.00 |

Group 1 96%; Group 8 4%
Contract No. 9345
Prefix: 26-1998
Prefix: 26-1017

9345

**STATE OF OREGON**
Highway Division

**INTEROFFICE MEMO**
PRO

**TO:** Ted Spence
Region 1

**DATE:** January 29, 1988

**FROM:** Cam Gilmour, Manager
Program Section

**SUBJECT:** Request for Additional Federal Funds
Interstate Transfer or Urban Systems
Project No. IX-24(29)
S.E. 82nd Ave.-S.E. 92nd Ave. Sec.
Mt. Hood Highway
Multnomah County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

| PREVIOUS OBLIGATION | NEW OBLIGATION | INCREASE |
|---|---|---|
| $1,018,795.00 | $1,059,000.00 | $ 40,205.00 |

Please arrange for updating of MSD's records to show this change.

DDB:bkw
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

rll

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>3/20/85 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>IX-24(29) |
| COMPLETION DATE (Actual)<br>8/23/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>7/26/84 | TIME ELAPSED<br>114 % | CONTRACT TIME<br>300 days |

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE 82ND AVENUE - SE 92ND AVENUE
MT HOOD HIGHWAY (POWELL BLVD)
Grading, Paving, Signing, Signals & Landscape

This project provided for the construction of a 60 foot curb section providing for 11 foot travel lanes with a 12 foot median and 2 foot shy distance adjacent to the curbs. Also, 7 foot concrete walkways were provided on each side. Other work involved the adjustment of utilities and upgrading of existing traffic signals common to this type of project.

The contract allowed 300 calendar days to complete the work. The contractor used 342 calendar days. The State granted a 25 day time extension. Liquidated damages have been charged for 17 days at $300 per day.

The final cost of $1,220,000 is close to the original authorization of $1,217,000.

NOTED
W. E. SCHWARTZ

cy
3/27

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>T. P. Lowe<br>Original Signed by T. P. LOWE | | SIGNATURE<br>G. K. Hossner<br>G. K. HOSSNER<br>Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>3/26/85 | TITLE<br>Field Operations Engineer | DATE<br>3/26/85 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

345

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# REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
# ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Baker Rock Crushing Co.<br>Contract No. 9688 | Quartz Creek Bridge<br>Clatsop County | 6/11/84 |
| Babler Bros., Inc.<br>Contract No. 9345 | SE 82nd Ave.-SE 92nd Ave.<br>Multnomah County | 7/26/84 |
| Morse Bros. Contractors, Inc.<br>Contract No. 9289 | 28th Ave.-34th Ave. (Eugene)<br>Lane County | 7/30/84 |
| Cascade Construction Co., Inc.<br>Contract No. 9402 | Waterfront Development Proj.<br>Multnomah County | 7/31/84 |
| Kniesteadt and Sons<br>Contract No. 9636 | Cove Cr. (Winona Rd.) Br.<br>Josephine County | 7/31/84 |
| Cherry City Electric, Inc.<br>Contract No. 9721 | Pac. Hwy. E. @ Young St. (Woodburn)<br>Marion County | 8/6/84 |
| Signal Construction Co.<br>Contract No. 9726 | Tualatin Valley Hwy. @ SW 160th Ave.<br>Washington County | 8/6/84 |
| Warren-Pacific Corp.<br>Contract No. 9413 | Col. River Bridge-SE Powell Blvd.<br>Multnomah County | 8/7/84 |
| Eterna-Line, Inc.<br>Contract No. 9643 | Washington Co. Pavement Marking #2<br>Washington County | 8/13/84 |

## EXPENDITURE RECAP

|  | ABOVE PROJECTS | FY TO DATE |
|---|---|---|
| Original Authorization | $4,637,659.77 | $18,989,590.74 |
| Anticipated Costs | $4,915,245.55 | $21,582,068.51 |
| % Overrun (Underrun) | +6.0% | +13.7% |

August 20, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9345

August 3, 1984

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

CON 5
#9345

Gentlemen or Ladies:

On August 1, 1984, we wrote to you concerning release of final payment on Contract No. 9345 awarded to Babler Bros., Inc. for work on the SE 82nd Avenue-SE 92nd Avenue Section of the Mt. Hood Highway in Multnomah County.

Final payment on this contract is $10,000.00. The total contract amount is $1,024,329.99 including $44,938.67 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Babler Bros., Inc.
PO Box 11269
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9345

**U. S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
**REGION TEN**
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

June 12, 1984

IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-24(29)
SE. 82nd Avenue - SE. 92nd Avenue, Mt. Hood Highway
Request for Change Order Approval, Contract 9345
Order for State Force Work No. 11
(Mr. Fredrickson's Letter, May 18, 1984)

Mr. Fredrickson's letter requests the Federal Highway Administration's approval to reimburse the City of Portland's Park Bureau for its cost to replace approximately 40 trees damaged during the freezing rain in late December 1983.

A final inspection was made of this project in December 1982. Acceptance was recommended, pending any re-plant at the end of the establishment period in October 1983. The establishment period passed, and the contract work was considered complete.

Mr. Fredrickson's letter explains that a freezing rainstorm in late December 1983 did considerable damage to approximately 40 of these trees.

Since the trees were acceptable on October 31, 1983 and the contractor was not responsible beyond that point in time, it appears that replacement of the trees damaged in December 1983 is a maintenance action. Therefore, I am unable to authorize Federal participation in the said replacement of trees.

Sincerely yours,

G. K.
Dale E. Wilken
for Division Administrator

RECEIVED
STATE HWY ENGR
JUN 18 '84
REFER TO
Fredrickson

WGS
orig to
6/20

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AEl

☒ [illegible]

☐ Bridge Engineer ......
Right of Way ........
☐ Env. Coord. ......
☐ Planning ..............
Date District Engineer
Return To Fopa

In Reply Refer to
File No.:

DATE: May 18, 1984

TO: Dale E. Wilken, Division Administrator FOE
Federal Highway Administration

FROM: for Herm mitel
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. IX-24(29)

SUBJECT: Request Change Order Approval

| | |
|---|---|
| Contract | 9345 Order for Force Work No. 11 |
| Project | S.E. 82nd Ave. - S.E. 92nd Ave. |
| Highway | Mt. Hood |
| County | Multnomah |

This order is to reimburse the City of Portland, Parks Bureau for their costs to replace some trees.

Approximately 40 trees were damaged, to the point of never obtaining a good shape, during the freezing rain storm in late December of 1983. The establishment period ended in October 1983 and at that time all trees appeared to be in good shape. The City at that time had not yet accepted the project.

The City will do the replacement tree service as they have the trees available at their nursery, and have the trained men and equipment to perform the work.

This work was discussed with Tom Lowe on February 9, 1984.

Your concurrence is requested.

The amount of this order is for $8000.00 with federal participation amounting to approximately $6800.00.

Confirming February 9,1984 authorization date is requested.

HM:lm

Attach.

RECEIVED
MAY 22 1984
OREGON DIVISION

Form 734-3122

# ORDER FOR FORCE WORK

P

ORDER No. 11

## OREGON DEPARTMENT OF TRANSPORTATION
## HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland -- Parks Bureau
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9345

PROJECT NAME S.E. 82nd Avenue -- S.E. 92nd Avenue

DATE February 24, 1984

HIGHWAY Mt. Hood (Powell Blvd.)

FAP No. IX-24(29)

COUNTY Multnomah

PREFIX 26-1017

FUNCTION 270

DESCRIPTION OF WORK TO BE DONE:

Replace trees damaged by ice storm late December.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Replace approximately 40 trees.

Labor = $2,000.00
Equipment = 2,000.00
Materials = 4,000.00
$8,000.00

EXPLANATION:

Approximately 40 trees were damaged to the point that they will never have a good shape. The establishment period ended on October 31, 1983 and at that time all trees were acceptable so Contractor is not responsible. At the time of the ice storm the City had not accepted the project.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

**CONTRACT PROJECTS AND MISC:** Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

**TITLE II PROJECTS NOT UNDER CONTRACT:** Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

**CONTRACT PROJECTS ONLY:**

Project Authorization . . . . . . . . . $ 1,203,352.00
Present estimate of costs including work under this Force Order . . . . . . . $ 1,224,556.66
Estimated Overrun ~~Underrun~~ Amount . . . . . . $ 21,204.00
Estimated Overrun ~~Underrun~~ Percent 1

SUBMITTED BY: Chuck Lobaugh
TITLE: Project Manager

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 3-1-84
Construction or Traffic Engineer

T

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

# ORDER FOR FORCE WORK

P

ORDER No. 11

## OREGON DEPARTMENT OF TRANSPORTATION
## HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland -- Parks Bureau CONTRACT No. 9345
(State Forces or Utility, Railroad, Local Government Unit, etc.--by name)

PROJECT NAME S.E. 82nd Avenue -- S.E. 92nd Avenue DATE February 24, 1984

HIGHWAY Mt. Hood (Powell Blvd.) FAP No. IX-24(29)

COUNTY Multnomah PREFIX 26-1017 FUNCTION 270

DESCRIPTION OF WORK TO BE DONE:

Replace trees damaged by ice storm late December.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Replace approximately 40 trees.

| | | |
|---|---|---|
| Labor | = | $2,000.00 |
| Equipment | = | 2,000.00 |
| Materials | = | 4,000.00 |
| | | $8,000.00 |

EXPLANATION:

Approximately 40 trees were damaged to the point that they will never have a good shape. The establishment period ended on October 31, 1983 and at that time all trees were acceptable so Contractor is not responsible. At the time of the ice storm the City had not accepted the project.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

**CONTRACT PROJECTS AND MISC:** Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

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CONTRACT PROJECTS ONLY:

Project Authorization . . . . . . . . . $ 1,203,352.00

Present estimate of costs including work under this Force Order . . . . . . $ 1,224,556.66

Estimated Overrun ~~Underrun~~ Amount . . . . . $ 21,204.00

Estimated Overrun ~~Underrun~~ Percent 1

SUBMITTED BY: Chuck Lobaugh

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 3-1-84
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

# ORDER FOR FORCE WORK

P

ORDER No. 11

## OREGON DEPARTMENT OF TRANSPORTATION
## HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland -- Parks Bureau CONTRACT No. 9345
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME S.E. 82nd Avenue -- S.E. 92nd Avenue DATE February 24, 19 84

HIGHWAY Mt. Hood (Powell Blvd.) FAP No. IX-24(29)

COUNTY Multnomah PREFIX 26-1017 FUNCTION 270

DESCRIPTION OF WORK TO BE DONE:

Replace trees damaged by ice storm late December.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Replace approximately 40 trees.

| | | |
|---|---|---|
| Labor | = | $2,000.00 |
| Equipment | = | 2,000.00 |
| Materials | = | 4,000.00 |
| | | $8,000.00 |

EXPLANATION:

Approximately 40 trees were damaged to the point that they will never have a good shape. The establishment period ended on October 31, 1983 and at that time all trees were acceptable so Contractor is not responsible. At the time of the ice storm the City had not accepted the project.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

**CONTRACT PROJECTS AND MISC:**
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**TITLE II PROJECTS NOT UNDER CONTRACT:**
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

**CONTRACT PROJECTS ONLY:**

| | |
|---|---|
| Project Authorization | $ 1,203,352.00 |
| Present estimate of costs including work under this Force Order | $ 1,224,556.66 |
| Estimated Overrun ~~Underrun~~ Amount | $ 21,204.00 |
| Estimated Overrun ~~Underrun~~ Percent | 1 |

SUBMITTED BY: Chuck Lobaugh
TITLE: Project Manager

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 3-1-84
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

734-1105 (Rev. 1-78)

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

# WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): S.E. 82nd Avenue -- S.E. 92nd Avenue

CONTRACT NO.: 9345

HIGHWAY: Mt. Hood Highway (Powell Blvd.)

COUNTY: Multnomah

PREFIX: 26-1017

NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE: $ 8,000.00

PROJECT AUTHORIZATION: $ 1,203,352.00

EST. PROJECT COST WITH ORDER: $ 1,224,556.66

OVERRUN: 1 %

F.A. PROJECT NO.: IX-24(29)

ESTIMATED STARTING DATE*: March 20, 1984

DATE WORK WAS STARTED*:

WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☒ NO

TO ACCOMPANY (ORDER TYPE AND NUMBER): SFO No 11

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN): Chuck Lobaugh DATE 2/27/84 FOR ☐ REVIEW ☒ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN): DATE FOR ☐ REVIEW ☐ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Marion Craft BY Chuck Lobaugh DATE 2-9-84

BY DATE

BY DATE

BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

Dean Christensen BY Marion Craft DATE Feb. 9, 1984

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

Tom Lowe BY Marion Craft DATE Feb. 9, 1984

FHWA TENTATIVE APPROVAL OBTAINED FROM— BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):

City of Portland -- Parks Bureau BY Chuck Lobaugh DATE 2-2-84

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

When establishment period ended on October 31, 1983 the trees were all healthy and undamaged. They were guyed properly. The City had not yet accepted the responsibility for plantings at the time of the ice storm, therefore, I recommend that this order be approved to pay for replacement.

[illegible]

SED CONSTRUCTION SECTION CP

Marion Craft

☐ CONTINUED ON ADDITIONAL SHEET(S)

*EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S)

734-1882 (REV. 10-82)

Submit Original to Construction Section

9345

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISI

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE 82nd Aveune - SE 92nd Avenue

WEEK ENDING: April 6, 1984

SECTION PREFIX: 26-1017

HIGHWAY: Mt Hood Hwy. (Powell Blvd)

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grade, Pave, Sign, Illuminate, Signals, Landscape

CONTRACTOR: Babler Bros., Inc.

CONTRACT NUMBER: 9345

FEDERAL AID PROJECT NUMBER: IX-24(26)

DATE OF CONTRACT: September 2, 1981

DATE WORK STARTED: September 10, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 342

CALENDAR DAYS USED: 342

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,216,705.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

EXCLUSIVE OF ENGINEERING: $ 1,036,705.00

ENGINEERING AUTHORIZATION: $ 180,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 105

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,034,356.66

ENGINEERING COST TO DATE: $ 185,400.00

DATE PROJECT WAS COMPLETED: August 23, 1982

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0 %

PERCENT OF AUTHORIZATION: 3 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Signals | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 11,050 T | | | 2,950 T |
| TOTAL QUANTITIES CORRECTED TO DATE | | 9,970 T | | | 4,311 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 9,970 T | | | 4,311 T |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 1 | | 0 | | |
| MONDAY 2 | | 0 | | |
| TUESDAY 3 | | 0 | | |
| WEDNESDAY 4 | | 0 | | |
| THURSDAY 5 | | 0 | | |
| FRIDAY 6 | | 0 | | |
| SATURDAY 31 | | 0 | | |

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CONSTRUCTION
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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 1 | |
| MONDAY 2 | |
| TUESDAY 3 | |
| WEDNESDAY 4 | |
| THURSDAY 5 | |
| FRIDAY 6 | |
| SATURDAY 31 | |

## REMARKS

Third notification was sent in this week.

This will be the last weekly report for this job.

SIGNED Chuck Lobaugh LOCATION PORTLAND

Chuck Lobaugh

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

AGENDA
APR 18 1983
1A-3

DATE: April 6, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SE 82nd Ave.-SE 92nd Ave. Section
Mt. Hood Hwy. (Powell Blvd.), Multnomah County
Contract No. 9345

Construction of this Interstate Transfer project was substantially completed on August 23, 1982, and it is apparent that the final cost will exceed the project authorization by $101,000 or 9.0 percent.

During the course of construction it was discovered that the existing drainage system was inadequate and that the planned work, which consisted of adding to the existing system, would not be acceptable. The City of Portland would not allow connection of this storm drainage to their system westerly on Powell Boulevard because it is combined sanitary and storm sewer. The storm drainage system on I-205 was found to lack sufficient capacity to handle the additional load from this section. Soils in the westerly half of this project were found to be suitable for sump drainage and the entire system was redesigned to utilize this area to solve the problem. The revision involved additional sewer pipe, manholes, sump modifications and incidental items, all of which added $30,628 to the cost of the project. The revised drainage system is much superior to that originally planned.

Asphalt concrete mixture was used in place of cement treated base when it became necessary to reopen SE 86th Avenue in mid-winter. Asphaltic concrete was also used in place of the base material in widening of transitions at several intersections when it was necessary to perform the work under traffic. It further became necessary to increase depth of the pavement in several locations in order to obtain sufficient load bearing strength. The overrun of asphalt cement in this mixture added $10,635 to the cost of the project.

The balance of the overrun amount is in the construction engineering. This was primarily a result of the redesign work for the revision of the storm drainage.

Form 734-3123

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $101,000 to a new total of $1,216,705. This matter will be on the consent calendar for the April 18 meeting.

HHP:mk st

| | |
|---|---|
| bc Fred D. Miller | V. E. Skoog |
| R. W. Gormsen | E. L. Hardt |
| C. T. Keasey | George Bell |

9345

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 10, 1983

In Reply Refer to
File No.:
CON

Babler Brothers, Inc.
P. O. Box 4267
Portland, OR 97208

Time Extension Request
SE 82nd Ave.-SE 92nd Ave.
Contract No. 9345
FAP No. IX-24(9)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 17 calendar days is granted due to the performance of extra and added work on the project.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc Al Harwood w/att.
Chuck Lobaugh w/att.
FHWA w/att.
Bob Church

Form 734-3122

STATE OF OREGON

# INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 25, 1983

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SE 82nd AVE.-SE 92nd AVE.
Powell Blvd.
Contract No. 9345

Attached is a request for time extension for 25 days. This is the second time extension request from the contractor on this job. On August 3, 1982, a letter was written to Babler Bros. granting them 25 days due to the redesign of the storm sewer system very early in the job.

This second request is also for 25 days, for 8 reasons listed on the contractor's request. These 8 reasons are answered or commented on by Chuck Lobaugh in his letter, and he can justify a total of 18 additional days. I agree with Chuck's analysis, and recommend the 18 day extension.

2-9-83

W. G. Schwartz:

I concur with Region and Project Manager and recommend a time extension of 17 calendar days due to extra and additional work added to the contract. This will eliminate liquidated damages

D. B. Jackmond

RECEIVED
JAN 26 1983
CONSTRUCTION SECTION
CE
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MC/gw
Attachment
cc Chuck Lobaugh

1-125-1367

9345

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 4, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Program Change
Project No. IX-24(29)
S.E. 82nd Ave.-S.E. 92nd Ave. Section
Multnomah Counties

I request your approval of a program change to adjust the estimated construction costs as indicated on the attached revised project agreement estimate and modification of project agreement.

Approval of this request will involve an increase of $97,624 in total cost and Federal obligation of $82,980 in Interstate Substitution Funds (Appn Code 580) with revised financing as follows:

| | Appn Code | Total Cost | Fed. Funds | % |
|---|---|---|---|---|
| Present | ---- | $1,205,000.00 | $1,024,249.00 | 85 |
| Previous | 772 | 1,107,376.00 | 941,269.00 | 85 |
| Difference | 580 | $ 97,624.00 | $ 82,980.00 | |

CL:bks
Attachment
cc: E. Mershon, Metro
G. Zehner
General Files

Form 734-3122

9345

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-11-83

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-24(29)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71109

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/19/82

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
SE 82nd Avenue - SE 92nd Avenue

11. GENERAL DESCRIPTION OF WORK
Remove luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/19/82 as requested in Mr. Keasey's letter of 12/27/82 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $381.65 Federal Funds $324.

RECEIVED
STATE HWY ENGR
JAN 14 '83
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Orig to
1/14

14. DATE 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9345

L.

**U. S. DEPARTMENT OF TRANSPOR ION**
**FEDERAL HIGHWAY ADMINISTRATION**

9-24-82

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-24(29)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 71109

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/4/82
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
SE 82nd Avenue - SE 92nd Avenue

11. GENERAL DESCRIPTION OF WORK
Furnish and install 1" water service line at station 307+20 lt

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOB RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/4/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of Powell Valley Road Water District Forces to proceed with the above work. State Force Order No. 7 representing work performed by the utility is approved for a TEC of $554.07 Federal Funds $471.00.

RECEIVED
STATE HWY ENGR
SEP 30 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 9/24/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9345

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-24-82

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-24(29)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71109

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/4/82

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

SE 82nd Avenue - SE 92nd Avenue

11. GENERAL DESCRIPTION OF WORK

Furnish and install 1" water service line at station 307+20 lt

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/4/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of Powell Valley Road Water District Forces to proceed with the above work. State Force Order No. 7 representing work performed by the utility is approved for a TEC of $554.07 Federal Funds $471.00.

RECEIVED
STATE HWY ENGR
SEP 30 '82
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 9/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9345

L

CON

August 3, 1982

Babler Brothers, Inc.
6201 SE Lake Road
Milwaukie, OR 97222

Time Extension Request
SE 82nd Ave.-SE 92nd Ave.
Contract No. 9345
FAP No. IX-24(29)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of 25 calendar days is granted due to the alterations made in the storm sewer system.

The revised completion time for this project is 325 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Chuck Lobaugh w/att.
FHWA w/att.
Bob Church

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway
DEPT.

238-7450
TELEPHONE

**TO:** Marion Craft
Merto Region Construction Engineer

**DATE:** July 20, 1982

**FROM:** Chuck Lobaugh
Project Manager Chuck Lobaugh

**SUBJECT:** S.E. 82nd Ave. - S.E. 92nd Ave.
Contract 9345
Extension of Contract Time

300 CD

Attached is a Contractors Request for Adjustment of Contract Time on the above noted project. My records agree with the information in the request. There was some minor activity off and on between September 25th and October 20th but the job progress was stopped until we redesigned the drainage. I am enclosing several pertinent documents, and have a complete file in my office including diaries, pictures, etc. I recommend the request be granted.

CM MRE OE PPM CE
TOS RECEIVED ME
US [illegible] PDM
CSA Metro Region TAM
SD PA EM LM

CC: Brant Jackmond - with original attachment.
This request is for a 25 CD extension, which I recommend be granted.
Marion Craft

7-30-82

CE CAE FOE OCS SCS EEO
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JUL 27 1982
CONSTRUCTION SECTION
OM CA LS TC FE CP

w.E. schwartz,

I concur with Region & Proj. Mgr. to grant the requested 25 CD extension due to delay resulting from the redesign of the storm drain system.

9345

1-4

HIGHWAY DIVISION

# ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

| | |
|---|---|
| PROJECT NAME (SECTION)<br>S.E. 82nd Ave. - S.E. 92nd Ave. | CONTRACT NO.<br>9345 |
| HIGHWAY<br>Mt. Hood (Powell Blvd.)<br>COUNTY<br>Multnomah | PREFIX<br>26-1017 |
| CONTRACTOR'S NAME AND ADDRESS<br>Babler Bros., Inc.<br>6201 S.E. Lake Rd.<br>Milwaukie, OR 97222 | F.A. PROJECT NO.<br>IX-24(29) |
| | DATE PREPARED<br>7/16/82 |
| | EXTRA WORK ORDER NO.<br>12 |

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE — Rebuild 3 existing sanitary sewer manholes to conform to new finish pavement grade. Break down poured in place manhole cone, install flattop and re-set the ring and lid.

LOCATION OF WORK (STATION NUMBERS) —

295+00 to 300+00

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

| | |
|---|---|
| Labor | $1,500.00 |
| Equipment | 200.00 |
| Materials | 300.00 |
| Total | $2,000.00 |

SPECIFICATIONS AND OTHER PROVISIONS —

Work to be done according to project specifications.

| | |
|---|---|
| PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER | PROJECT AUTHORIZATION $1,115,705.00 |
| | ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER $1,153,600.00 |
| SUBMITTED BY (RESIDENT ENGINEER)<br>Chuck Lobaugh | ESTIMATED OVERRUN / UNDERRUN 3 % $ 37,895.00 |
| APPROVAL RECOMMENDED (REGION) | APPROVED (CONSTRUCTION) DATE<br>7-20-82 |
| APPROVAL RECOMMENDED<br>DS 7-29-82 | |

9345

2.

1-P

OREGON DEPARTMENT OF TRANSPORTATION
**HIGHWAY DIVISION**

# ORDER FOR EXTRA WORK
## TO BE PERFORMED ON FORCE ACCOUNT BASIS

| | | |
|---|---|---|
| PROJECT NAME (SECTION)<br>S.E. 82nd Ave. - S.E. 92nd Ave. | | CONTRACT NO.<br>9345 |
| HIGHWAY<br>Mt Hood (Powell Blvd.) | COUNTY<br>Multnomah | PREFIX<br>26-1017 |
| CONTRACTOR'S NAME AND ADDRESS<br>Babler Bros., Inc.<br>6201 S.E. Lake Rd.<br>Milwaukie, OR 97222 | | F.A. PROJECT NO.<br>IX-24(29)<br>DATE PREPARED<br>7/14/82<br>EXTRA WORK ORDER NO.<br>11 |

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Remove appoximately 1200 sq. feet of pavement, shape area to fit North curb, and cover with rock.

LOCATION OF WORK (STATION NUMBERS) —

294+00 to 296+30 Lt.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

| | |
|---|---|
| Labor | $600.00 |
| Equipment | 300.00 |
| Materials | 100.00 |
| Total | $1,000.00 |

SPECIFICATIONS AND OTHER PROVISIONS —

Work to be done in accordance with project specifications.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER

| | | | |
|---|---|---|---|
| PROJECT AUTHORIZATION | | | $ 1,115,705.00 |
| ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER | | | $ 1,151,600.00 |
| ESTIMATED | OVERRUN<br>~~UNDERRUN~~ | 3 % | $ 35,895.00 |

SUBMITTED BY (RESIDENT ENGINEER)
Chuck Lobaugh

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED
DS 7-22-82

APPROVED (CONSTRUCTION)
Marion Cuff

DATE
7-16 82

9345

L,

U.S. Department of Transportation
Federal Highway Administration

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-24(29)
SE. 82nd-SE. 92nd Section
Powell Boulevard

Date: April 21, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's letter of April 6, 1982, requests approval for Federal participation in the removal of street lights on this project. This item has erroneously been submitted as a utility adjustment. If it were, in fact, a utility adjustment, it would, of course, not be eligible for reimbursement.

The PS&E documents do not show a bid item for street light removal nor do they show this work under "anticipated items". Removal does not seem to fall under the item for "removal of structures and obstructions" and there is no indication of this work retained in Program Status.

Please consider this to be advance approval of this work subject to submittal of an adequately supported State Force Order.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR

APR 23 '82

REFER TO
[illegible]

Orig to
4/23/82

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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|  |  |  |  |  | X |  |

9345

L.

April 6, 1982

The Lady's Construction Co.
P. O. Box H,
West Linn, OR 97068

COM 5
#9345

Attention: Maxine Pierce
President

Dear Maxine:

Thank you for your letter of March 27, 1982, informing us that your claim for $8,007.45 owed by Babler Bros. Inc., has been paid.

This was in connection with the Babler Bros., Inc., Contract No. 9345 for work on S.E. 82nd Avenue-S.E. 92nd Avenue Section of the Mt. Hood Highway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

THE *Lady's* CONSTRUCTION CO.
GENERAL CONTRACTORS

a woman's business enterprise

REPLY TO:
P.O. BOX H, WEST LINN
OREGON 97068
503/635-4067
655-7193

March 27, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: SE 82nd Ave-SE 92nd Ave.
Mt. Hood Highway (SE Powell Blvd.)
Oregon State Highway Contract No. 9345
General Contractor: Babler Bros. Inc.

ATTENTION: Robert W. Gormsen

Gentlemen:

Reference is made to our letter of February 15, 1982, addressed to Seaboard Surety Company, with a copy to your office regarding money owed by Babler Bros. Inc. to this company, for work under contract No. 9345. Your letter of February 19, 1982 acknowledged receipt of the aforementioned copy and requested that your office be notified when the claim had been satisfied.

Please be advised that on March 22, 1982, checks totaling $8,007.45 were received from Babler Bros. Inc., and accordingly it is requested that the claim against their bond be withdrawn.

Very truly yours,

THE LADY'S CONSTRUCTION CO.

Maxine Pierce

Maxine Pierce
President

cc: Babler Bros. Inc. - attn: Lloyd Babler Jr.
Oregon State Highway Dept. - attn: Charles Lobaugh
Seaboard Surety Co.
Stoel, Rives, Boley, Fraser & Wyse - attn: Richard A. Franzke

RECEIVED
MAR 29 1982
COMMUNICATIONS SERVICES
DEPARTMENT OF TRANSPORTATION

CL-82-239345

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 22 1982
NORMA PAULUS
SECRETARY OF STATE

February 19, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9345

RECEIVED
FEB 22 1982
NORMA PAULUS
SECRETARY OF STATE

Ms. Maxine Pierce, President
The Lady's Construction Company
P. O. Box H
West Linn, OR 97068

Dear Ms. Pierce:

This will acknowledge receipt of a copy of your letter dated February 15, 1982, addressed to Seaboard Surety Company concerning $8,007.45 due you for labor, equipment and materials.

Your letter indicates this is in reference to the Babler Bros., Inc., Contract No. 9345 for work on the S.E. 82nd Avenue-S.E. 92nd Avenue Section of the Mt. Hood Highway in Multnomah County.

As you know, Seaboard Surety Company furnished the bond on this contract. By a copy of this letter, we are notifying the surety and the contractor that we are filing this letter as a claim with the Secretary of State.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

IED (

2-24-82 dmc

T L C
a woman's business enterprise

THE [illegible] CONSTRUCTION CO.
GENERAL CONTRACTORS

REPLY TO:
P.O. BOX H, WEST LINN
OREGON 97068
503/635-4067
655-7193

February 15, 1982

Seaboard Surety Co.
320 108th Ave. N.E.
Suite 401
Bellvue, Washington 98004

RE: SE 82nd Ave-SE 92nd Ave.
Mt. Hood Highway (SE Powell Blvd.)
Oregon State Highway Contract No. 9345

---

General Contractor: Babler Bros. Inc.

Gentlemen:

Our company is a subcontractor to Babler Bros. Inc. for labor, equipment and materials on referenced project. Enclosed is a copy of a letter sent by certified mail to Babler Bros. Inc. with receipt acknowledged on January 22, 1982.

As of this date, the amount of $7,699.65 due for work accomplished during the month of November 1981 and $307.80 due for work completed in December 1981 is owing and past due. The above amounts were due in this office by approximately December 20, 1981 and January 20, 1982, respectively.

If the total amount of $8,007.45 is not received in this office by 5:00 PM, February 26, 1982, the matter shall be referred to our attorney to take whatever action is necessary to collect the amount due plus interest and legal fees.

Very truly yours,

THE LADY'S CONSTRUCTION CO.

Maxine Pierce
President

RECEIVED
FEB 17 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enclosure
cc: Babler Bros. Inc. - attn: Wilford E. Thatcher
Oregon State Highway Dept. - attn: Charles Lobaugh
Dept. of Transportation - attn: Manager Transportation Commission Services
Stoel, Rives, Boley, Fraser & Wyse - attn: Richard A. Franzke

TLC
a women's business enterprise

THE *Lady's* CONSTRUCTION CO.
GENERAL CONTRACTORS

REPLY TO:
P.O. BOX H, WEST LINN
OREGON 97068
503/635-4067

January 20, 1982

Babler Bros., Inc.
6201 SE Lake Road
Milwaukie, Oregon, 97222

RE: SE 82nd Ave - SE 92nd Ave
Mt. Hood Highway (SE Powell Blvd)
Oregon State Highway Contract No. 9345

Attn: Mr Curt Boardman

Gentlemen:

Numerous requests have been made to obtain payment for work accomplished during the month of November, 1981, on referenced project. This effort has been in vain.

Accordingly, you are advised that unless payment in full, less 5% normally with-held for retention for work completed in November 1981, is received by 5:00 PM, Friday, January 22, 1982, we shall notify the Oregon State Highway Department of our intent to recover, through legal channels, all monies due.

Your prompt attention to this matter will help to preserve the working relationship we have enjoyed to date.

Very Truly Yours

THE LADY'S CONSTRUCTION CO.

Maxine Pierce
Maxine Pierce
President

RECEIVED
FEB 17

P 220 190 274

Babler Bros. Inc.
6201 SE Lake Rd.
Milwaukie 97222
75

60

153

9345

L,

December 11, 1981

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 6

MISC. CONTRACTS and
AGREEMENTS No. 7219

Dear Mr. Domreis:

Attached for your files is a fully executed copy of a letter-form agreement covering the costs of maintenance and power for the street lighting project on the S.E. 82nd Avenue-S.E. 92nd Avenue Section of the Mt. Hood Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

**Attachment**

bc: Don Harwell (agree. att.)

9345

11-6-81

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(25)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 00112

6. TO

Mr. H. S. Coulter, State Highway ENgineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-6-81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION: SE. 85th AVE. - SE. 88th AVE. (POWELL BLVD.)

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's 11-3-81 letter, I approve the withdrawal of the construction phase of the subject project. Construction phase included under Project IX-24(29) with PS&E approval date of 8-5-81.

Preliminary Engineering charges incurred up to 8-5-81 are eligible for Federal-aid participation.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO Planning
FOR
Info | Inves | R/D | [illegible] | [illegible] | Act | File

cy
11-13

14. DATE 11-6-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9345

L,

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 3, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00112
Project No. HES-24(25)
S.E. 85th Ave.-S.E. 88th Ave. Section
Multnomah County

Copy
Con 21-10-1 Sp
[illegible]
5 [illegible]

I request your approval of a program change to delete the construction phase of the subject project. The reason for this request is that the construction is being accomplished under Project No. IX-24(29).

Preliminary engineering cost incurred will be claimed for participation.

DRH:bkc

cc: Finance (026-1931)
L.E. George
E.L. Hardt (Region 1)
R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
✓ General Files

Form 734-3122

9345

ASHE
CAE
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RECEIVED
OCT 13 1981
CONSTRUCTION BRANCH

OM
CA
LE
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FORM 81-734-3030

OE RE RME RCE BE
RECEIVED
UE 1981 RSM RSC
SO REGION I RBI
TO

FILE: CON 5
9345

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

3700 S.E. 92nd Ave.
Portland, OR 97266
October 7, 1981

Chuck Lobaugh

**FROM:** Charles Lobaugh
Resident Engineer

**SUBJECT:** 82nd Ave.-92nd Ave.
Contract 9345

**TO:** Marion Craft
Region 1 Construction Engineer

Enclosed is our report and Multnomah County report on accident at S.E. 86th involving student.

Today Don Bieker talked to Mrs. Sherwin (friend of victim's family) who said he died Sunday.

RECEIVED
STATE HWY ENGR
OCT 14 '81
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
H.S. COULTER

CC: Duane Christensen - will attach.

XC: Sollis
Coulter ✓

# REPORT OF MOTOR VEHICLE ACCIDENT

☐ NO

Date of Accident 10-2-81
Time of Accident 8:00 [✓ A.M.] or P.M.

Name of Driver CAR LIX. # BLG-024
Name of Deceased (if any)

Date of Field Investigation 10-2-81
County MULTNOMAH

Highway Name MT. HOOD
Highway Number 26 Route

General Location POWELL BLVD @ 86TH AV. (S.E. PORTLAND)

Mile Post
Posted Speed

Check Appropriate Items:

**Type of Culture**
- ☐ Heavy
- ☒ Moderate
- ☐ Light
- ☐ None

**Surface Condition**
- ☒ Dry
- ☐ Wet
- ☐ Snow or ice
- ☐ (Other)

**Grade** (in direction of Vehicle's travel)
- ☒ Level
- ☐ Hillcrest
- ☐ Approx. ___% descending
- ☐ Approx. ___% ascending

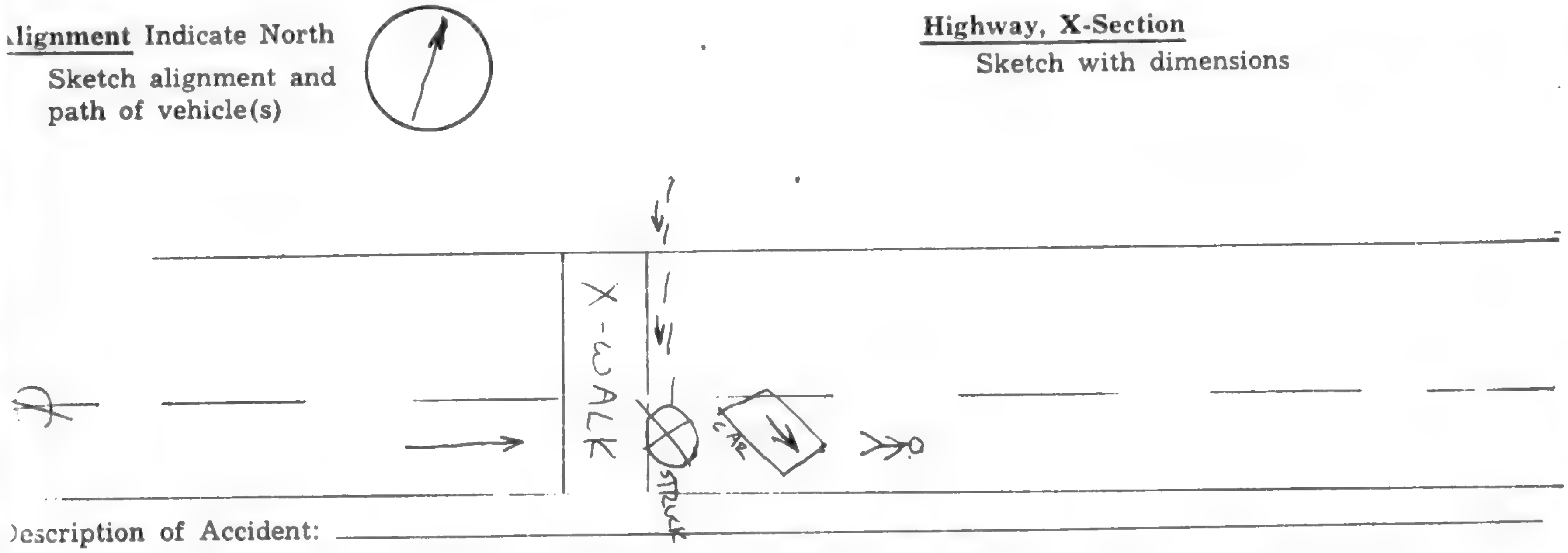
**Lighting**
- ☒ Daylight
- ☐ Dawn or Dusk
- ☐ Darkness Illum.
- ☐ Darkness, non-Illum.

**Alignment** Indicate North

Sketch alignment and path of vehicle(s)

**Highway, X-Section**

Sketch with dimensions



Description of Accident:

DRIVER OF CAR WAS DRIVING EAST ON POWELL WHEN PEDESTRIAN RAN THROUGH TRAFFIC (FROM DRIVERS LEFT) AND INTO PATH OF THE CAR. ACCIDENT WAS @ 86TH AVE. X-ING. THE PEDESTRIAN HAD A "DONT WALK" SIGNAL. DRIVER HAD GREEN LIGHT. DRIVER STATED HE DID NOT EVEN HAVE TIME TO BRAKE CAR

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

MULT. CO. DEPUTY - J. WILSON

Distribution:
Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator Mark Sanger

Title INSPECTOR

70590-734

RAFFIC ACCIDENT REPORT – POLICE
ATE OF OREGON ☐FATAL ☐INJURY ☐PROP. DAMAGE Dept.* MCDPS City ___ County MULTNOMAH Page 1 of 1

se No. 81-24777
assification:

1. ACCIDENT INVOLVED.
One Other MV
Three or More MV's
☒ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision

☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ ___ Booking ☐ ___
Vehicle ☐ ___ LEDS ☐ ___
Crime ☐ ___ NCIC ☐ ___
Property ☐ ___

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐
Person ☐ Continuation ☐

Distribution: 2 Dist
1SIU - Vi

Do Not Write In This Space

Date Occurred: 10/02/81
3. Time Occurred: 7:55 ☒AM ☐PM
Reported Date: 10/02/81
5. Reported Time: 7:58 ☒AM ☐PM
6. Location of Occurrence (Route No. or Name): SE POWELL
7. At Intersection of (Route No. or Name): SE 86th
If not at Intersection ☐ Feet ☐ Miles N ☐ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.) —
9 Mile Post —
10. .25 Miles N ☐ S ☐ E ☐ W ☒ of PORTLAND Nearest City

INJURY CODE:
Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

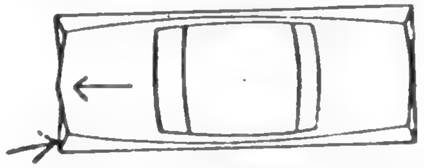
SEAT BELT CODE:
None Installed – 0
Lap Installed – L, In Use – LL
Shoulder Installed – S, In Use – SS
Airbag Installed – A, In Use – AA

UNIT No. 1 - MOTOR VEHICLE

DR 11. FULL NAME (Last) (First) (Middle): ABE, Yoshio
Computer #
12. Address: 4630 SE 46th Portland
13. Sex: M 14. Race: J 15. D.O.B.: 11-15-50 16. Seat Belt:
Operator License No.: 1969215
20. Issuing State: Oregon
21. Type (Specify): A
22. Residence Phone: 775-4552
23. Business Phone: 226-2260
Sex Race D.O.B. Seat Belt

| Seat | 24. Occupant's Name | Computer # | 25. Address and Phone | | | | |
|---|---|---|---|---|---|---|---|
| | | | | 26. | 27. | 28. | 29. |
| | 32. | | 33. | 34. | 35. | 36. | 37. |
| | 40. | | 41. | 42. | 43. | 44. | 45. |

48. Owner's Name and Address: SA #11
49. Odometer Reading: 71643
50. License No.: BLG024
51. License State: Ore
52. License Year: '82
53. Veh. removed by/to: OWNER
54. Vehicle year: 1976
55. Make: Datsun
56. Model: B210
57. Body Style: 2S
58. Color: Torquoise
59. Damage Scale



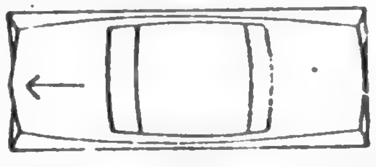
60. Damage Sustained Sketch damage Motorcycles, Trailers, etc.
Is Vehicle Drivable? Yes

UNIT No. 2 - MOTOR VEH., PED., OTHER

☒ DR 61. FULL NAME (Last) (First) (Middle): TAYLOR, Jeffrey M.
Computer #
62. Address: 7715 SE Grant Portland
63. Sex: M 64. Race: W 65. D.O.B.: 4-20-65 Seat Belt
69. Operator License No. 70. Issuing State 71. Type (Specify): PEDESTRIAN
72. Residence Phone: 775-0767
73. Business Phone:
Sex Race D.O.B. Seat Belt

| Seat | 74. Occupant's Name | Computer # | 75. Address and Phone | | | | |
|---|---|---|---|---|---|---|---|
| | | | | 76. | 77. | 78. | 79. |
| | 82. | | 83. | 84. | 85. | 86. | 87. |
| | 90. | | 91. | 92. | 93. | 94. | 95. |

98. Owner's Name and Address
99. Odometer Reading
100. License No. 101. License State 102. License year 103 Veh. removed by/to
104. Vehicle year 105. Make 106. Model 107. Body Style 108. Color
109. Damage Scale



110. Damage Sustained Sketch damage Motorcycles, Trailers, etc.
Is Vehicle Drivable?

111. Actions Taken (Citations, etc.): INVESTIGATION, REPORT
112. Primary Cause: JAYWALKING
113. Secondary Cause

Reporting Officer(s) | Proc./Div. | Relief/Shift | Asst./Dist. | R/C Times | AFC 6705 | CLR | Approved by

| 14 Weather(4) one 115 | Road Condition one 116 | Light Condition one 117 | Unit 1 Unit 2 | 118 Traffic Control Devices | FIRST AID GIVEN BY |
|---|---|---|---|---|---|
| ☒ CLEAR<br>☐ RAINING<br>☐ SNOWING<br>☐ FOG<br>☐ CLOUDY<br>☐ OTHER | ☒ DRY<br>☐ WET<br>☐ SNOWY<br>☐ ICY<br>☐ OTHER | ☒ DAYLIGHT<br>☐ DAWN or DUSK<br>☐ DRKNS/Lighted<br>☐ DRKNS/Unlighted<br>☐ OTHER | Skidmarks to impact (ft.) 0<br>Distance Travel'd after impact (ft) unk<br>Stated spd. before impact (MPH) 30<br>Designated speed for area (MPH) 35 | ☒ YES ☐ NO<br>Describe: red/green stop light. | FIRE 10 - BUCK<br>INJURED TAKEN TO: Portland Adventist<br>BY: Buck |

WITNESSES:

NAME LINDSTROM, Karen WF 3-5-48 RES. ADDRESS & PH. 4723 Rivergrove Ct. N., Salem 393-2413 bus. 231-6929

NAME WILKINS, Silas WM RES. ADDRESS & PH. 165 James, Camas, Wa. 835-8306

NARRATIVE. (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

DRAW SKETCH: INDICATE NORTH (By Arrow)

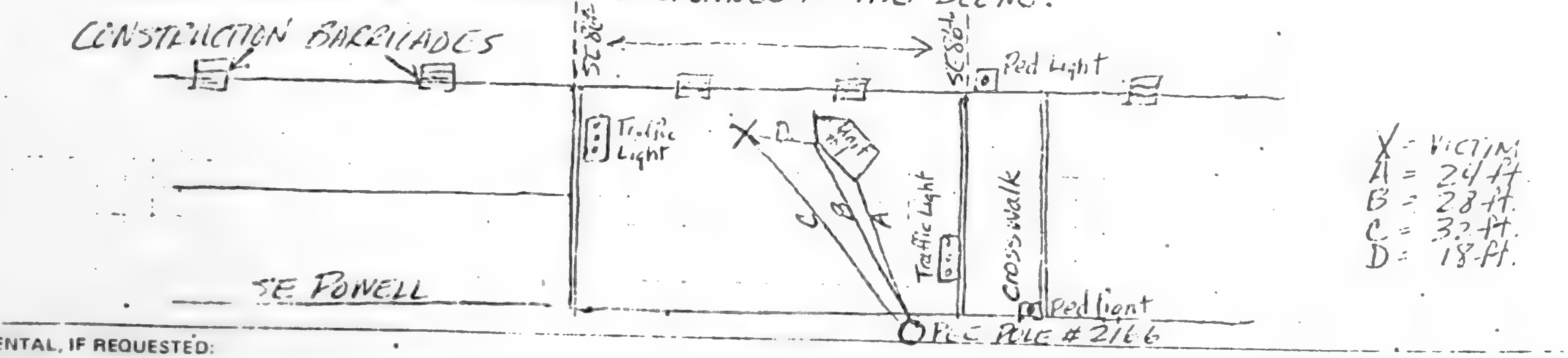
Mr. ABE, driver of unit #1, said he was the last car in a line of cars traveling eastbound on SE Powell. He was just approaching the intersection of SE 86th & Powell on a green light when the subject, TAYLOR ran in front of his car. Mr. ABE said he didn't have enough time to hit the brakes before impact and that TAYLOR came up on the hood of his car. Mr. ABE hit his brakes and came to an abrupt stop, sending TAYLOR forward off his car and onto the street.

Ms. LINDSTROM, witness, said she was westbound in her vehicle approaching the intersecti of SE 86th & Powell on a green light. She said she saw TAYLOR run across her westbound lane from the north side of Powell. TAYLOR was in or just east of the crosswalk and Ms. LINDSTROM had to hit her brakes to avoid hitting him. TAYLOR continued running southbound into the eastbound lane directly in front of the car driven by Mr. ABE. Ms. LINDSTROM said it happened so fast, there was no way Mr. ABE could have avoided striking TAYLOR.

Mr. WILKINS, witness, was also westbound, behind Ms. LINDSTROM, and saw essentially the same thing that Ms. LINDSTROM saw. He said TAYLOR just ran into the street while east and westbound traffic were moving on a green light about 30-35 mph. He also said there was nothing Mr. ABE could have done to avoid hitting TAYLOR.

Mr. Charles Lobaugh, Resident Engineer-Highway Division-DOT, (238-7450), was at the scene and verified that the signals were properly functioning.

FATAL INVESTIGATOR SCHMIDT RESPONDED TO THE SCENE.



SUPPLEMENTAL, IF REQUESTED:

#7345

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 17, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-24(23)
S.E. 52nd Ave.-S.E. 92nd Ave. (Portland) Sec.
Right-of-Way
Multnomah County

[illegible]

I request your approval of a program change to increase the estimated total cost and federal funds obligated on the subject project to replace a portion of the funds previously released by modification of the project agreement for use on construction of the S.E. 82nd Ave.-S.E. 92nd Ave. Section Project No. IX-24(29).

This action is necessary to utilize the remaining balance of the FY '81 Supplemental Allocation as well as the unobligated balance of $60,117.33 in Appn Code 823 funds released by final voucher submissions.

Revised financing will be as follows:

| | Appn Code | TC | FF | % |
|---|---|---|---|---|
| Previous | 823 | $4,198,368.00 | $3,568,801.24 | 85 |
| Present | 823 | 70,727.00 | 60,117.33 | 85 |
| Present | 772 | 1,791,210.00 | 1,522,527.00 | |
| | | $6,060,305.00 | $5,151,445.57 | |

CL:bkc

cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
J. Boyd
F. Lowe
General Files

Form 734-3122

9345

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-24(29)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71109

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/2/81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
SE 82nd Avenue - SE 92nd Avenue (Powell Blvd.) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- XX OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of 8/25/81 you are authorized to proceed with the actual adjustments of the water facilities relocation of the Bureau of Water Works, City of Portland. Reimbursement on an actual cost basis estimated to be $6,338 Federal Funds $5,387 is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

(Funds to cover the above authorization are available within the obligated amount of funds approved at PS&E.)

orig 10
9-4-81

RECEIVED
STATE HWY ENGR
[illegible] '81
REFER TO.
Mochrug

14. DATE 9/2/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administration

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9345

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

LOC 3

TO: FILE

DATE: August 31, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 27, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 27, 1981 on the following projects:

1. Medford Traffic Signal Project (City Wide)
   Jackson County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Benton County Pavement Markings No. 2
   Various County Roads, Benton County
   Pavement Markings

   Same as No. 1.

3. Williamson River Bridge
   Modoc Point Highway, Klamath County
   Structure

   31-foot 3-inch roadway on structure; maximum approach width has 12-foot lanes with 4-foot shoulder.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "...footpaths and trails are not required to be established....where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

4. Sunnyside Road-Commercial Street (Salem)
   Hilficker Lane, Marion County
   Grading and Paving

   40-foot roadway with 5-foot sidewalks for pedestrian and bicycle traffic.

5. UPRR Crossing to Birch Avenue (Wood Village)
   N.E. 238th Drive, Multnomah County
   Grading and Paving

   44-foot roadway with 7-foot sidewalks for pedestrian and bicycle traffic.

6. S.E. 82nd Avenue-S.E. 92nd Avenue
   Powell Boulevard, Multnomah County

   4- to 6-lane section with 12-foot median lane. 7-foot sidewalks provided for pedestrian and bicycle traffic.

7. McFee Creek (Midway Road) Bridge
   Midway Road, Washington County
   Structure

   28-foot roadway on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established .....if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

DES:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9345

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-24(29)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71109

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/5/81

8. FEDERAL ROUTE NUMBER
Primary 24

9. STATE ROUTE NUMBER
Primary 26

10. GENERAL LOCATION:
SE 82nd Avenue - SE 92nd Avenue (Powell Blvd)

11. GENERAL DESCRIPTION OF WORK
Grade, Drain, Paving, Illumination Signals and Landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Perm. & Temp. Pavement Striping
  S. F. $6,000
  Remove Pavement Striping S. F. $2,400
  Temporary Erosion Control $200
  On the job training $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 31, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,419,410 Federal Funds $2,056,498.

A signed copy of the Title Sheet is returned herewith.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8/12

14. DATE
8/5/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9345

ROW 12

47

**STATE OF OREGON**

# INTEROFFICE MEMO

**TO:** J. H. Versteeg
Road Design Engineer

**DATE:** July 31, 1981

Rod Henry

**FROM:** Rod Henry, Assistant
Right of Way Manager

**SUBJECT:** File 46002-Bitar
S.E. 82nd Ave.-S.E. 92nd Ave.
Mt. Hood Highway
Multnomah County

When the right-of-way for this project was certified, I indicated that the right-of-way was clear except for one building located at Station 286+30.

We have now determined that the tenant has the right to occupy all of the area between S.E. 92 Avenue and Station 285+00 until October 26, 1981. The area shaded in red on the attached sketch map should be excluded from the contract until October 26, 1981.

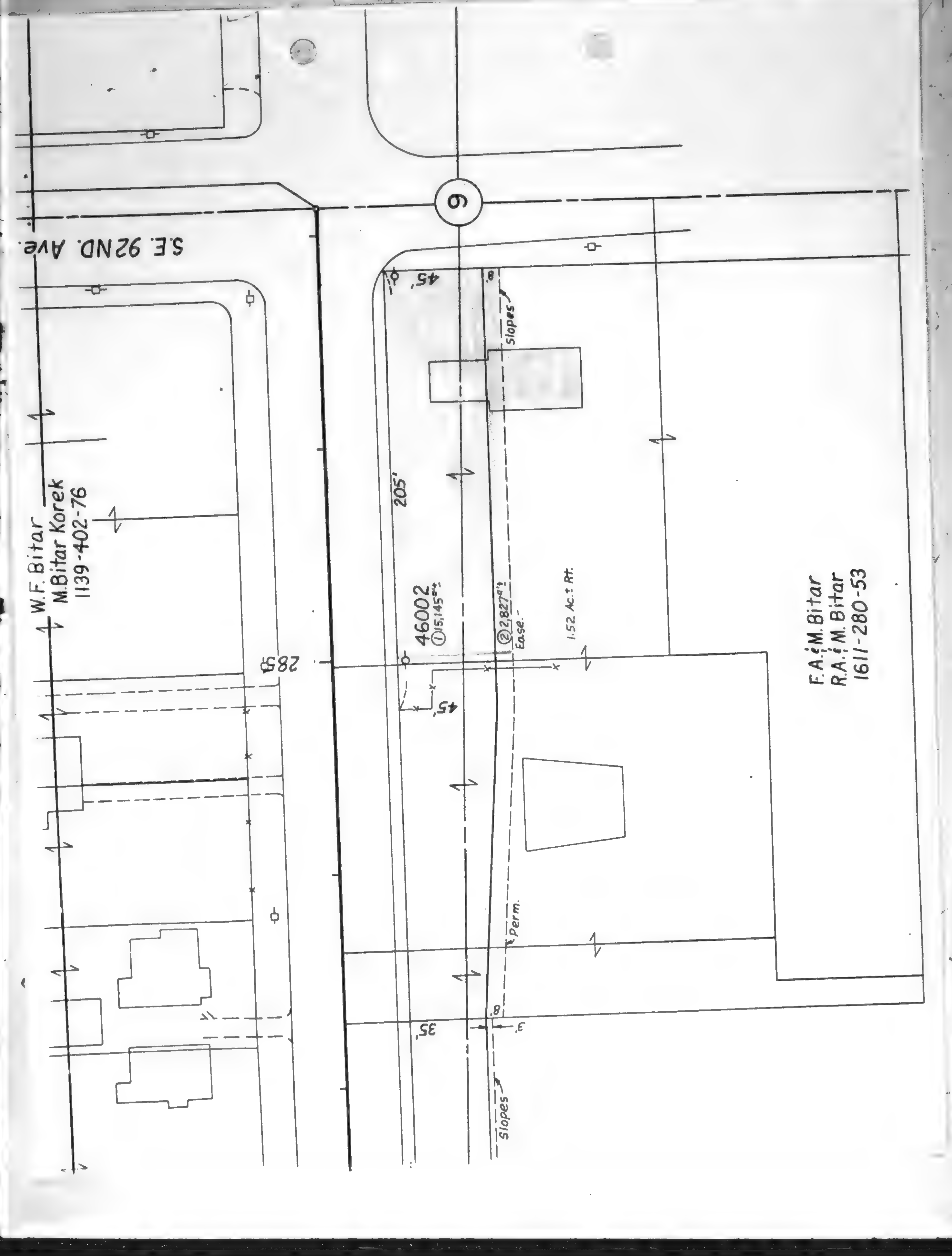
RH:jr
Attach.

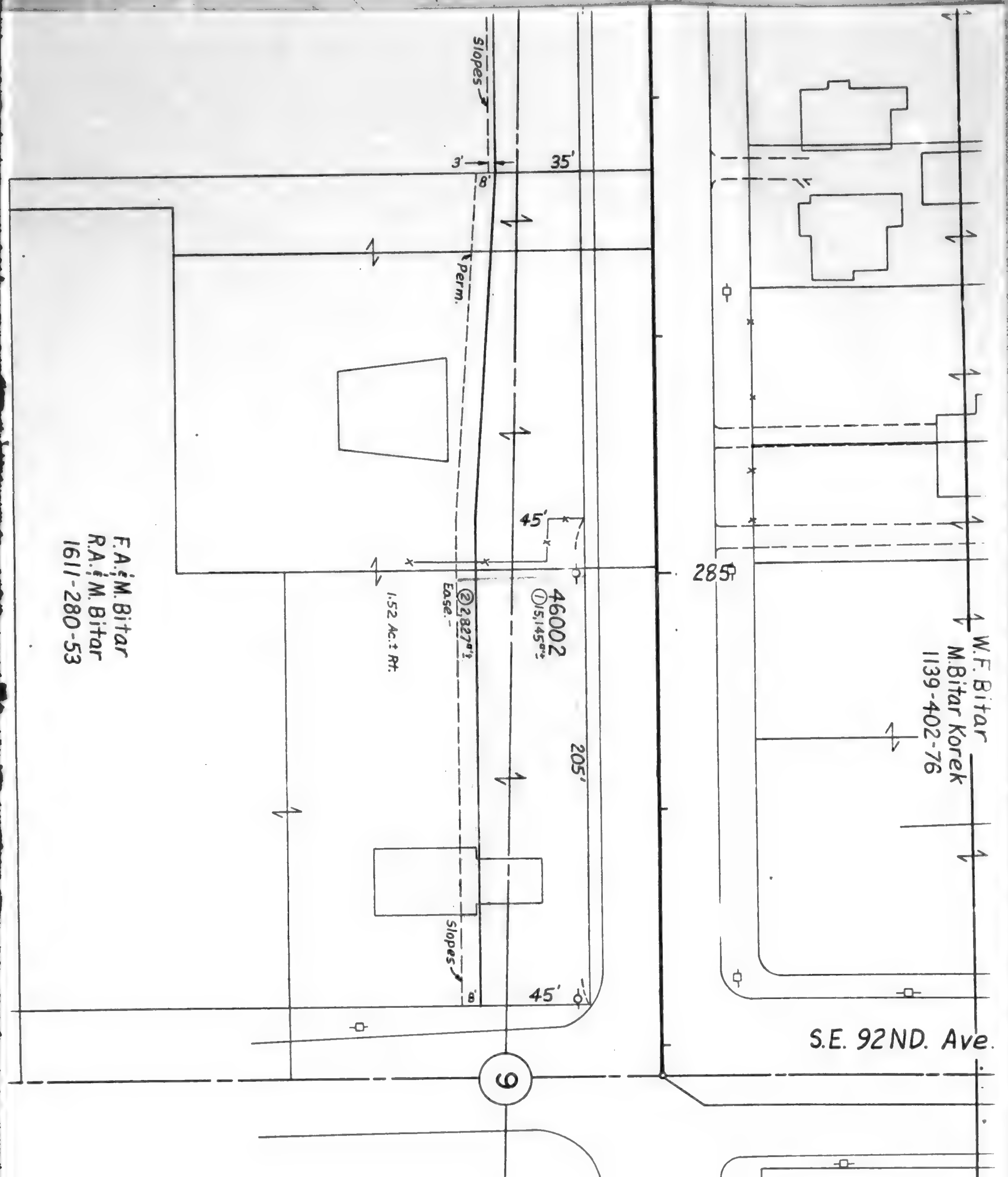
cc: Don Adams
Jack Sullivan
John Wichman

1 Versteeg ✓
Anderson
2 Christensen JWO
Olson
3 Sullivan JWZ
Tarpin

RECEIVED
JUL 1981
ROAD DESIGN SECTION

Do Not
Return To
Bring Up /
Action


S.E. 92ND. Ave.
9
W.F. Bitar
M.Bitar Korek
1139-402-76
F.A.& M. Bitar
R.A.& M. Bitar
1611-280-53
46002
①15,145 Sf±
②2,827 Sf±
Ease.
1.52 Ac.± Rt.
205'
45'
45'
35'
3'
8'
8'
285
Slopes
Slopes
Perm.


slopes
3'
35'
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Perm.
45'
285
46002
①15,145
②2,827
Ease.
1.52 Ac.± Rt.
205'
slopes
8'
45'
F.A. & M. Bitar
R.A. & M. Bitar
1611-280-53
W.F. Bitar
M. Bitar Korek
1139-402-76
S.E. 92ND. Ave.
9

9345 ROW 12

Portland

**STATE OF OREGON**

# INTEROFFICE MEMO

**TO:** J. H. Versteeg
Road Design Engineer

**DATE:** July 28, 1981

Rod Henry

**FROM:** Rod Henry, Assistant
Right of Way Manager

**SUBJECT:** File 46002
82nd Avenue-92nd Avenue
Section
Powell Blvd.

This project is scheduled for bid opening on August 27, 1981, but the right-of-way has not been cleared. It will be necessary to hold the contractor off a portion of the right-of-way until October 26, 1981.

The Final Design Section is preparing a sketch map showing the area to be excluded from the contract. The following statement is included in the Permit of Entry that we have obtained from the property owner and should be included in the contract specifications.

> "The State has the right to enter upon the property and sever and remove that portion of the service station canopy free from the service station building."
>
> "It is further agreed that after October 26, 1981, the State will enter upon the remaining property and remove the main service station structure down to the foundation."

RH:jh

cc: Jack Sullivan

1 Versteeg ✓
Anderson
dkp copy Chr[illegible]
Olson
copy Sullivan
T[illegible]pin
2 [illegible]

RECEIVED
JUL 28 1981
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring
Action

9345 26

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/22/81
Donald L. [illegible]

Aug 27'81 Bid Letting ______ All Clear Deadline

SECTION SE 82nd Ave.-SE 92nd Avenue
Highway Mt. Hood Hwy.
County Multnomah Region Metro
Type of Work G, P, Sig, Sn, Ill Funds ____
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Portland Noise Ord.~~

Paul

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS. | | ☒ | | | ☒ |
| Negative Declaration | ☒ | | | | |
| Project Assessment | ☒ | | | | |
| Write-off Letter | ☒ | | | | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | |
| D.O.G.M.I. | ☒ | | | | |
| Corps of Engineers | ☒ | | | | |
| Coast Guard | ☒ | | | | |
| Co. Conditional Use | ☒ | | | | |
| NPS Air Pollution | | | | | |
| NPS Water Pollution | | | | | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ |
| Cultural Salvage | ☒ | | | | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | | ☒ | | | ☒ |

9345

STATE OF OREGON

# INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JUN 22 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

**TO:** CARROLL KEASEY
Construction Engineer

**DATE:** June 19, 1981

ORIGINAL SIGNED BY
EDWARD L. HARDT

**FROM:** EDWARD L. HARDT
Region Engineer

NOTED
H. S. COULTER

**SUBJECT:** SOUTHBOUND I-205 CONNECTION FROM DIVISION ST.

You may recall that we met in your office on May 21 to discuss early construction of the connection from westbound Division St. to southbound I-205. The purpose of this early construction would be to relieve the traffic burden on Division, 92nd Avenue, and Powell Blvd. which exists today. I've attached a copy of the memo I wrote regarding this meeting for your convenience.

Contr
#9277, 31-2
[illegible]

The result of the May 21 meeting was that we decided to approach the contractor on the Columbia River Bridge-Powell Blvd. grading contract (MOCON) to determine what their prices for doing this work would be. We now have that information. I have attached a copy of a June 15 letter from Resident Engineer Bud Heinz, together with a quotation from MOCON dated June 12. This quotation is in the form of 18 bid items totalling about $1,077,000. MOCON offers to have all the work done, except for the traffic signal, by the last week in October and offers to have the traffic signal work done by the last week in October if he would have received the go-ahead for the signal work by last Monday (June 15). I draw your attention to Bud Heinz' concern for the electrical subcontractor's (Hamilton Electric) ability to perform as promised. Bud's experience on the Powell-Foster project with Hamilton has been extremely poor with respect to Hamilton getting the work done on time. In addition to the cost for the work quoted by MOCON, there is also a cost of $57,000 for signing and $140,000 for illumination. This brings the estimated total cost of this connection to $1,274,000, exclusive of engineering and contingencies.

I'd like you to have the contractor's unit prices for the work reviewed to determine if they are reasonable. Depending upon the results of that review, I would suggest that we reconvene the same people involved in the earlier meeting to determine how we want to proceed. For consideration in the meantime, I have listed below several pertinent points.

(1) Assuming that we want the illumination operational before we open this connection, since it has a construction time of about six months, this would be the critical item for completion along with the traffic signal. Attached is a June 17 letter from Lyle Watson giving details of the signing and illumination cost. Assuming we got word to the contractor by July 1 that we wanted to proceed, the earliest we could hope to open the connection would be January 1 and in order to make that date we might have to supply the contractor with the critical

traffic signal elements. By copy of this letter I'd like Bud George's office to determine if we have that material in stock so that we could loan it to the contractor, if necessary.

(2) The present schedule for opening bids for the paving project for I-205 is March of 1982. If we were to decide that we wanted to put the Division St. connection into the paving project and asked for an early completion, we should advertise that project earlier in order to give the contractor time to get ready for this work (ordering of electrical equipment, etc.). I'd like Duane Christensen to determine if there is any problem with advancing the advertising date for the paving project a couple of months in order to do this.

(3) We plan to open bids for the 82nd-92nd improvement on Powell Blvd. on August 20 of this year. That project will have a negative affect on traffic in the vicinity of 92nd on Powell Blvd. during the term of that contract (through 1982). Because of this, it would be nice if we could build the Division St. connection to I-205 as soon as possible in order to relieve the traffic problem at 92nd and Powell.

I would suggest that as soon as you have the prices quoted by MOCON reviewed that you convene a meeting with Design people, your office, the Region, and FHWA, to plot our strategy.

ELH/cp
Attachments
cc H. S. Coulter w/attachments
R. N. Bothman "
Duane Christensen "
L. E. George "
Bud Heinz "

STATE OF OREGON
ROAD DESIGN SECTION

# INTEROFFICE MEMO

TO: E. L. Hardt
Region I Engineer

DATE: June 17, 1981

FROM: Lyle K Watson
Lyle K. Watson
Acting Final Design Engineer

SUBJECT: Southbound I-205 Connection
to Division Street

RECEIVED
REGION I

At a meeting in Carroll Keasey's office May 21, 1981, you requested cost estimates for signing and illumination for this connection.

The estimate for permanent signing is $57,000 and construction time of 3.5 months. Illumination would be $136,000 and construction time of 6 months. T.P.&D.T. would be approximately $4,000.

A summary estimate is enclosed for the illumination.

LKW:ja

Enc.

cc Carroll Keasey
N. Henry

FORM 61-734-3020

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR
June 15, 1981

DE RE RME [✓ RCE] BE
TE FILE: RECEIVED RSM
UE JUN 16 1981 RSC
SO REGION I RBI
TO

Roy T. Heinz

FROM: Roy T. Heinz, Res. Eng'r

SUBJECT: Columbia River Br.-SE Powell Blvd
East Portland Freeway
Contract: 9277

TO: E. L. Hardt
Region Engineer
Office

Attention: M. A. Craft

Enclosed are letter and estimate from the contractor in answer to our request for the proposed completion of the "LS", "DS" and "DP" lines on this contract. I have grave misgivings about the projected completion date as the electrical subcontractor is Hamilton Electric. Their "track record" to date would indicate that a year from the end of next October would be more reasonable. It is my opinion that this work should be accomplished on the next contract with an early completion date as part of that contract.

**MOCON CORPORATION**

June 12, 1981

Mr. Roy T. Heinz, Resident Engineer
Oregon State Highway Department
3700 S. E. 92nd Ave.
Portland, Oregon 97266

Project: Columbia River Br.- S.E. Powell Blvd.
East Portland Freeway
Contract No. 9277

Dear Mr. Heinz;

Attached is our proposal for the proposed completion of "LS" main line from 416+50 to 435 and the "DS" and "DP" lines.

All work will be completed by the last week in Octoper with the exception of the traffic signal at S.E. Division and "DP" line.

The following is our schedule on the traffic signal if the State gives the go ahead by June 15, 1981:

> Pole drawings, one week (drawings to us be June 22) to State and back by July 3, 1981.
>
> Poles shipped 12-14 weeks after return of approved drawings, October 12, 1981.
>
> Signals shipped 12-14 weeks, approximately same as poles.
>
> Allow two weeks to install after all equipment has been received.

Since there is not a mobilization item for this work we have allowed items such as supervision, pickup, water, toilets, etc. in the "Continuously Reinforced Concrete Pavement", this is why this item may appear to be a little high.

Our take-off and pricing is available for your review if you have any queations about any of the items.

Sincerely,

MOCON CORPORATION

Robert D. Morrow, Jr.

RESIDENT ENGINEER
RECEIVED
JUN 15 1981
Noted ☒ ☐ ☐ ☐
RE

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

**MOCON CORPORATION**

June 12, 1981

Project: Columbia River Br.- S.E. Powell Blvd.
East Portland Freeway
Contract No. 9277
Completion of "LS" main line from 416+50
to 435 and the "DS" and "DP" lines.

| Item No. | Item | Quantity | Unit | Unit Price | Amount |
|---|---|---|---|---|---|
| 1 | Bituminous Base Mixture | 56 | Ton | 40.00 | 2,240.00 |
| 2 | Asphalt in Bituminous Base Mix | 3 | Ton | 150.00 | 450.00 |
| 3 | 1"-0 Aggregate Base | 600 | Ton | 7.80 | 4,680.00 |
| 4 | Class "B" Asphalt Conc. Mix. | 125 | Ton | 22.00 | 2,750.00 |
| 5 | Asphalt Cement in Mixture | 8 | Ton | 150.00 | 1,200.00 |
| 6 | Cont. Reinforced Concrete Pavement | 22,340 | Sq. Yd. | 38.53 | 860,760.20 |
| 7 | Reinforced Concrete Pavement | 425 | Sq. Yd. | 35.62 | 15,138.50 |
| 8 | Pavement Terminal Anchors | 200 | Lin. Ft. | 89.18 | 17,836.00 |
| 9 | Terminal Expansion Joints | 98 | Lin. Ft. | 164.55 | 16,125.90 |
| 10 | Metal Median Barrier | 480 | Lin. Ft. | 38.00 | 18,240.00 |
| 11 | 4-inch Concrete Surfacing | 460 | Sq. Yd. | 19.63 | 9,029.80 |
| 12 | "B-1" Modified Curb | 7,540 | Lin. Ft. | 6.56 | 49,462.40 |
| 13 | Drain Curb | 1,100 | Lin. Ft. | 2.86 | 3,146.00 |
| 14 | Concrete Barrier | 1,300 | Lin. Ft. | 21.22 | 27,586.00 |
| 15 | Delineators | 60 | Each | 23.24 | 1,394.40 |
| 16 | Traffic Markers, Type I | 160 | Each | 4.42 | 707.20 |
| 17 | Traffic Markers, Type II | 350 | Each | 3.61 | 1,263.50 |
| 18 | Traffic Signal | All | Lump Sum | L.S. | 44,964.00 |
| | | | | Total | $1,076,973.90 |

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

MEMO TO THE FILE May 22, 1981

EDWARD L. HARDT
Region Engineer

SOUTHBOUND I-205 CONNECTION TO DIVISION STREET

Met in Carroll Keasey's office Thursday morning, May 21, to discuss early construction of the connection from SE Division St. to SE Powell Blvd., and SE Division St. to I-205 southbound. Early construction of these connections was requested by Mr. Bothman in a letter to Scott Coulter dated March 30. Attending were: Carroll Keasey, Don Stoudenmeyer, Norm Henry, Marion Craft, Wendall Stanley, and I representing the Highway Division, and Cliff Christianson and Tom Lowe representing the FHWA.

We discussed three alternatives ---

1. Leave things as they are until the paving project is awarded at the end of the year.

2. Construct the treated base (already contracted) with a wearing surface and a ramp up to the Powell structure.

3. Build enough of the permanent facility to allow traffic to get to Powell Blvd. and onto the southbound freeway.

The advantages and disadvantages of the first alternative speak for themselves. The second alternative has the advantage, as compared to the third alternative, of not having to negotiate with the contractor the laydown of a considerable amount of Portland Cement Concrete pavement. The estimated cost of this pavement is somewhere in the neighborhood of a million dollars. The disadvantage is that there is about $100,000 of "wasted" material, such as the ramps to the Powell structure, which ultimately would have to be removed. Also, at the time the final pavement is laid in this area this traffic would have to be put back onto the street system in order to get the work done.

The disadvantage of the third alternative is as mentioned above --- the negotiation of a very large amount of work with the contractor, and also the fact that for this relatively small amount of PCC paving the contractor would not bring in a slip-form paver, instead would have to form the pavement. An advantage is that once the pavement is laid and traffic put on it, no further detouring would be required.

We estimated that either the second or third alternative has about $100,000 of extra cost attached to it. The extra cost connected with No. 2 is the "wasted" materials that have to be placed. The additional cost connected with alternative 3 is the non-competitive nature of the negotiation with the contractor, as compared to competitive bidding. Assuming a one-year benefit to the traveling public by getting the connections opened this summer, and a $100,000 cost to do so, I had the Metro Section develop a benefit/cost analysis which indicated that for those assumptions the B/C ratio is 1; that is to say, the benefits are equal to the cost.

The consensus of the group was that we will either go with the Portland Cement Concrete alternative or leave things as they are and specify in the up-coming paving project that this work be done as soon as possible. Since the treated base will be placed this summer by the existing contract, we could specify early work for this Portland Cement Concrete and probably get it done by June of 1982. If we add the work to the existing contract, we probably couldn't drive on it until September or October of 1981. We decided to have the Resident Engineer approach the contractor to determine what kind of prices he's willing to quote us for the additional work. Based on those prices we'll make a final decision as to whether to proceed or to defer the work to the next contract. We'll also find out from him when he can perform the work, that is how it fits into his schedule, and we'll also ask him for a price for installation of the traffic signal on Division St. Don Stoudenmeyer will ask the Traffic Section for a plan for signing and illumination for this section as that will also be necessary in order to open it to traffic. As soon as we get prices from the contractor we will make a final determination as to how to proceed.

ELH/cp
cc H. S. Coulter
C. T. Keasey
R. H. Bothman
D. O. Christensen
L. E. George w/attachments
Bud Heinz "

9345

No. 26

**STATE OF OREGON**

**INTEROFFICE MEMO**
TRA 16-4

**TO:** D. N. Stoudenmeyer
Preliminary Design Engineer

**DATE:** June 16, 1981

**FROM:** L. E. George
Traffic Engineer

**SUBJECT:** Signing
S.E. 82nd Ave.-S.E. 92nd Ave. Section
Mt. Hood Highway (S.E. Powell Blvd.)
Multnomah County

Attached are two copies of the approved sign study plans for the above named project.

This work should be included in the contract.

L E George

L. E. George
Traffic Engineer

ELS:rh
Attachments
cc: R. N. Bothman
Ed Hardt
M. Payne

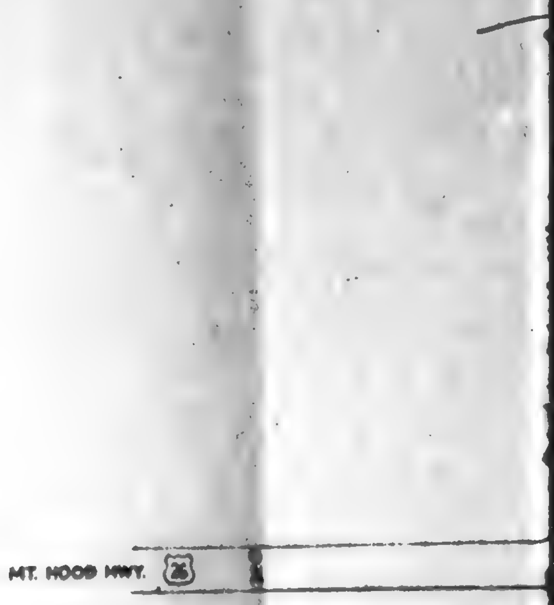
Beard WGB

___Versteeg___
___Anderson___
___Christenson___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
JUN 17 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring Up___/___/___
Action___

1 Plan kept by Beard


MT. HOOD HWY. 26

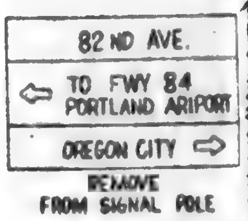
① Existing NO PARKING sign to be reinstalled.

② Existing NO PARKING sign to be removed.

③ Existing STREET NAME signs to be reinstalled.

④ Existing STOP sign to be reinstalled.

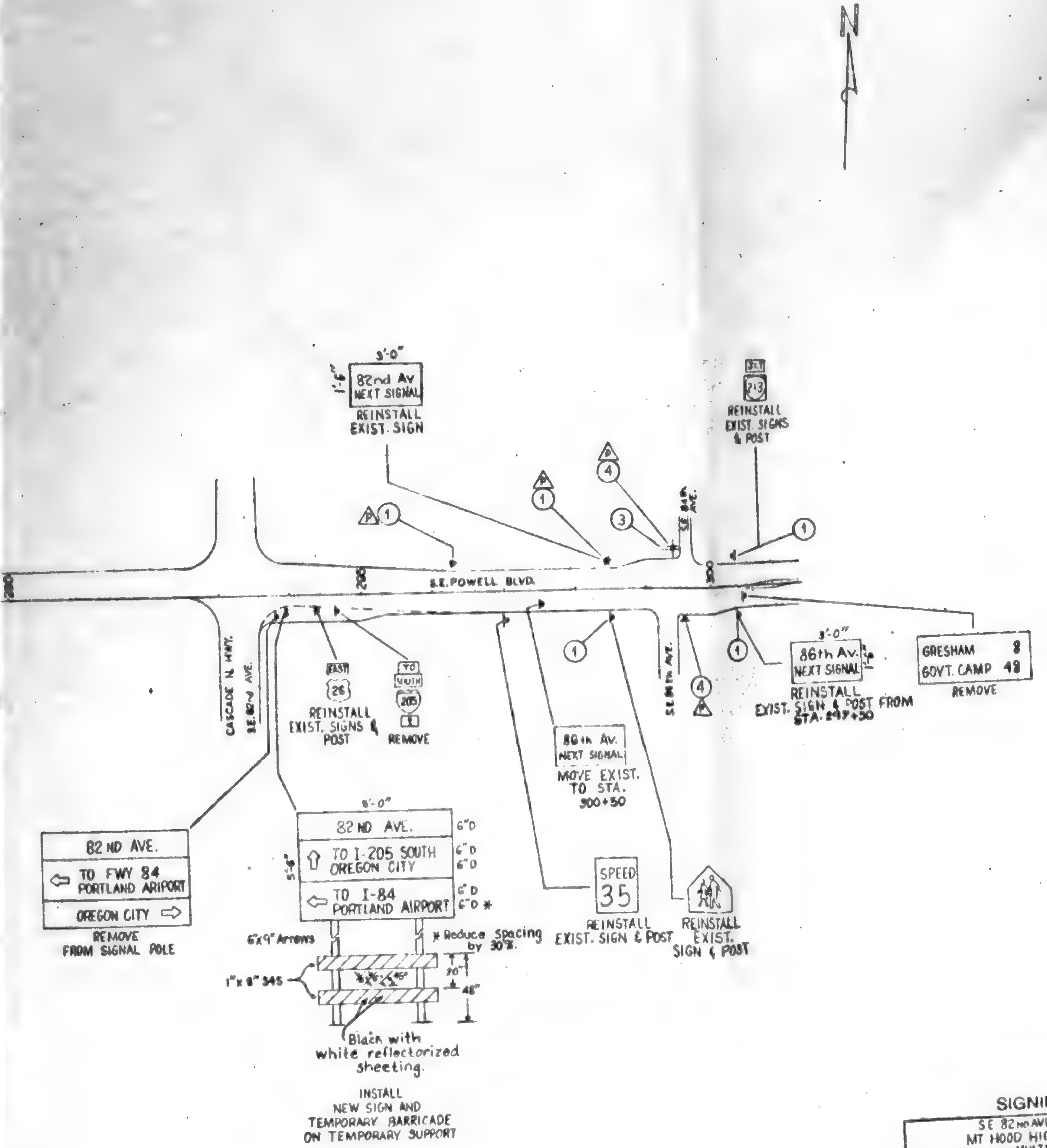
△P Mount sign on existing reinstalled post.


82 ND AVE.
⇦ TO FWY 84 PORTLAND ARIPORT
OREGON CITY ⇨
REMOVE FROM SIGNAL POLE

NOTE: All sign not shown to remain in

BUS STOP sign — To be installed by

Sheet 1 of 2


N
3'-0"
1'-6"
82nd Av.
NEXT SIGNAL
REINSTALL EXIST. SIGN
REINSTALL EXIST. SIGNS & POST
213
P
1
3
4
S.E. 86th AVE.
S.E. POWELL BLVD.
CASCADE N. HWY.
S.E. 82nd AVE.
EAST
26
TO SOUTH
205
REINSTALL EXIST. SIGNS & POST
REMOVE
86th Av. NEXT SIGNAL
MOVE EXIST. TO STA. 300+50
S.E. 86th AVE.
86th Av.
NEXT SIGNAL
REINSTALL EXIST. SIGN & POST FROM STA. 297+50
GRESHAM 8
GOVT. CAMP 48
REMOVE
82 ND AVE.
TO FWY 84
PORTLAND ARIPORT
OREGON CITY
REMOVE FROM SIGNAL POLE
8'-0"
82 ND AVE.
TO I-205 SOUTH
OREGON CITY
TO I-84
PORTLAND AIRPORT
5'-6"
6"D
6"D *
6"x9" Arrows
* Reduce Spacing by 30%.
1"x 8" 345
20"
48"
Black with white reflectorized sheeting.
INSTALL NEW SIGN AND TEMPORARY BARRICADE ON TEMPORARY SUPPORT
SPEED 35
REINSTALL EXIST. SIGN & POST
REINSTALL EXIST. SIGN & POST

ns not shown to remain in place.

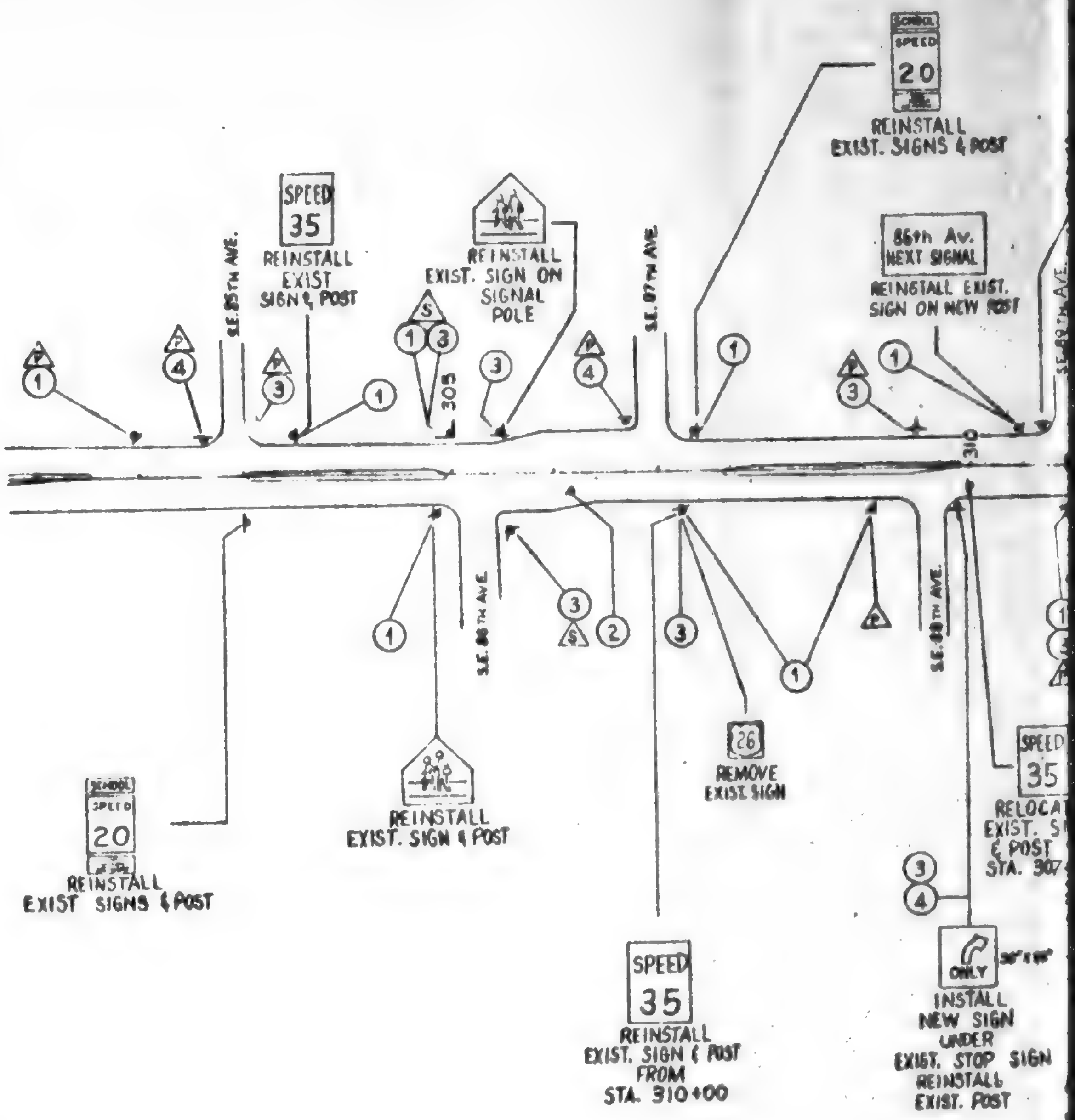
P signs – To be installed by others.

Robert E. Johnson
COUNTY APPROVAL
5 8 81
DATE

## SIGNING PROJECT

SE 82ND AVE ~ SE 92ND AVE. SEC
MT HOOD HIGHWAY (SE POWELL BLVD.)
MULTNOMAH COUNTY

| Action | Date | Signature | Title |
|---|---|---|---|
| Submitted | 4-22-81 | | Traffic Control Engr. |
| Approved | 5-12-81 | | Sign Engineer |
| " | | | Traffic Engineer |
| " | | | Asst. Hwy. Engr. |
| Accepted | 6/15/81 | | FHWA |


SCHOOL
SPEED
20
REINSTALL
EXIST. SIGNS & POST
SPEED
35
REINSTALL
EXIST
SIGN & POST
REINSTALL
EXIST. SIGN ON
SIGNAL
POLE
86th Av.
NEXT SIGNAL
REINSTALL EXIST.
SIGN ON NEW POST
S.E. 85TH AVE.
S.E. 87TH AVE.
S.E. 89TH AVE.
305
310
S.E. 86TH AVE.
S.E. 88TH AVE.
SCHOOL
SPEED
20
REINSTALL
EXIST SIGNS & POST
REINSTALL
EXIST. SIGN & POST
26
REMOVE
EXIST. SIGN
SPEED
35
REINSTALL
EXIST. SIGN & POST
FROM
STA. 310+00
ONLY
30"x30"
INSTALL
NEW SIGN
UNDER
EXIST. STOP SIGN
REINSTALL
EXIST. POST
SPEED
35
RELOCAT
EXIST. S
& POST
STA. 307

① Existing NO PARKING sign to be reinstalled.

② Existing NO PARKING sign to be removed.

③ Existing STREET NAME signs to be reinstalled.

④ Existing STOP sign to be reinstalled.

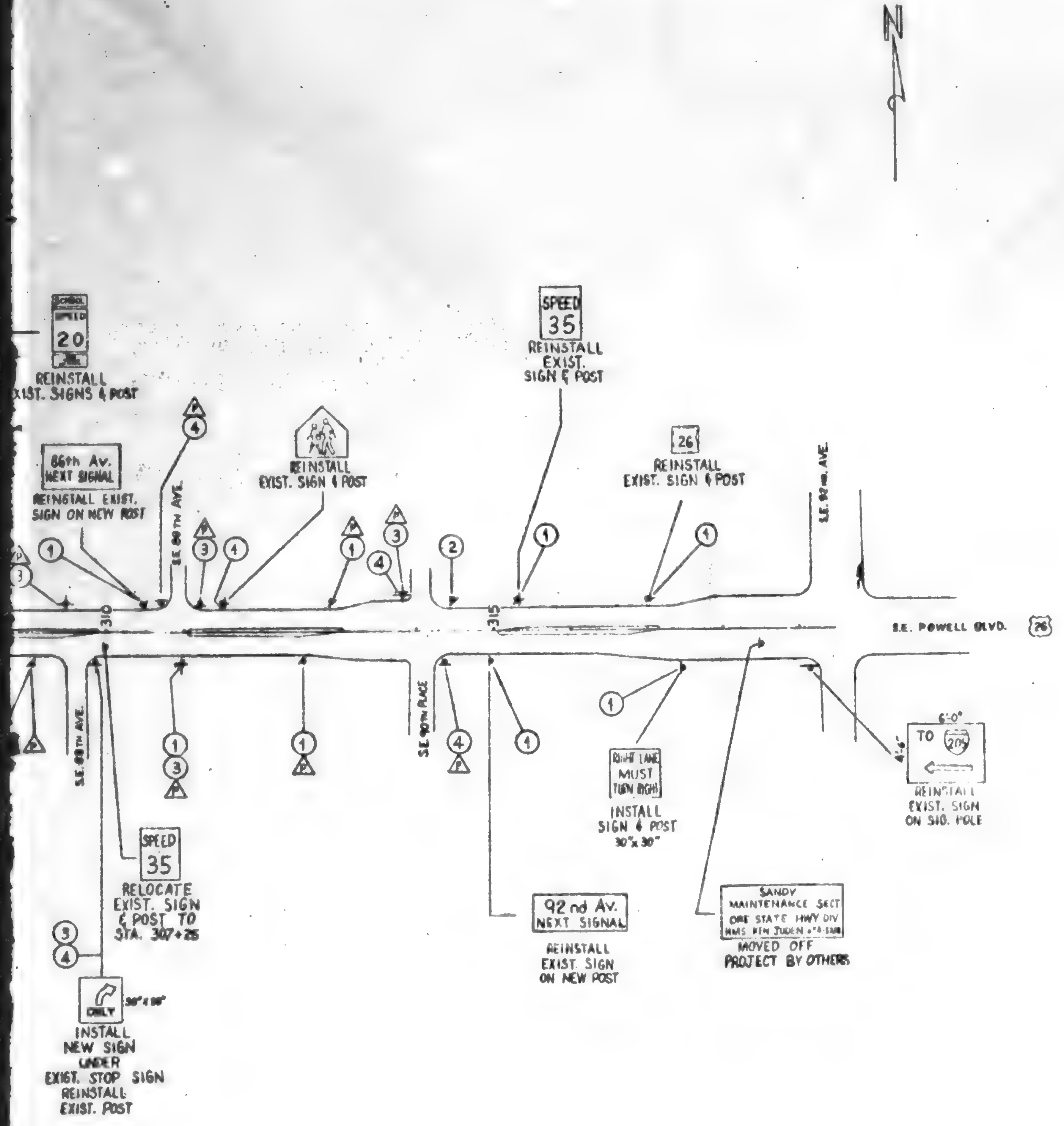
△P Mount sign on existing reinstalled post.

△S Mount sign on signal pole.

NOTE: All signs not shown to remain in p

BUS STOP signs — To be installed by oth

Sheet 2 of 2


N
SCHOOL SPEED 20
REINSTALL EXIST. SIGNS & POST
86th Av. NEXT SIGNAL
REINSTALL EXIST. SIGN ON NEW POST
REINSTALL EXIST. SIGN & POST
SPEED 35
REINSTALL EXIST. SIGN & POST
26
REINSTALL EXIST. SIGN & POST
S.E. 88TH AVE.
S.E. 92nd AVE.
S.E. 90TH PLACE
310
315
S.E. POWELL BLVD.
26
1
2
3
4
P
RIGHT LANE MUST TURN RIGHT
INSTALL SIGN & POST 30"x 30"
TO 205
6'-0"
4'-6"
REINSTALL EXIST. SIGN ON SIG. POLE
SPEED 35
RELOCATE EXIST. SIGN & POST TO STA. 307+25
92nd Av. NEXT SIGNAL
REINSTALL EXIST. SIGN ON NEW POST
SANDY MAINTENANCE SECT. ORE. STATE HWY DIV. HMS. KEN JUDEN
MOVED OFF PROJECT BY OTHERS
ONLY
30"x 30"
INSTALL NEW SIGN UNDER EXIST. STOP SIGN REINSTALL EXIST. POST

wn to remain in place.

be installed by others.

## SIGNING PROJECT

S.E. 82nd AVE ~ S.E. 92nd AVE Sec.
MT. HOOD HIGHWAY (S.E. POWELL BLVD.)
MULTNOMAH COUNTY

| Action | Date | Signature | Title |
|---|---|---|---|
| Submitted | 4-22-81 | | Traffic Control Eng'r. |
| Approved | 5-18-81 | | Sign Engineer |
| " | 6/17/81 | | Traffic Engineer |
| " | | | Asst. Hwy. Eng'r. |
| Accepted | 6/15/81 | | FHWA |

9345

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-6-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-24(29)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71109

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-6-81

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION: jRB

S. E. 82nd Avenue - S. E. 92nd Avenue (Powell Blvd)

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ xx OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 4-22-81, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $2,419,410 - Federal funds $2,056,498.

RECEIVED
STATE HWY ENG.
MAY 21 '81
REFER TO Moehring
FOR
Info | Invest

orig to 5-21-81

14. DATE jRB 5-6-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9345

26

ROAD DESIGN SECTION

DES 16-1

E. L. Hardt
Region I Engineer

April 23, 1981

Norman E. Mann

Norman E. Mann
Acting Final Design Engineer

Proposed Temporary Protection and Direction of Traffic
S.E. 82nd Avenue-S.E. 92nd Avenue Section
Mt. Hood Highway (S.E. Powell Boulevard)
Multnomah County

Attached are three copies of the proposed temporary protective measures on the above-named project. They were not completed in time to be included with the preliminary distribution of the project plans.

Please have your appropriate personnel review these and submit any proposed revisions to this office by May 5, 1981 for inclusion in the project.

#

WGB:ja

Attachments

cc N. E. Mann
W. G. Beard

9345

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 22, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 71109
Project No. IX-24(29)
SE 82nd Ave.-SE 92nd Ave. Section
Mt. Hood Highway
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $2,419,410 with an obligation of $2,056,498 in Federal funds.

This request is based on the December 21, 1976 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

It is proposed to finance this project by releasing funds obligated January 6, 1981 on Project No. IX-24(23).

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

9345 3-13-81 L

## REPORT OF ACTION UNDER DELEGATED AUTHORITY

## BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

Copy Cod 21-4 Mt. Hood

| Section | Total Cost | Federal Funds | State Funds | Local Govt. Funds | Approval Date |
|---|---|---|---|---|---|
| West 2nd St.-I-84 (Ontario) Section<br>Olds Ferry-Ontario Highway<br>Malheur County | $373,000 | $335,700 | $37,300 | -0- | 2-9-81 |
| Pacific Hwy. W @ Killingsworth St. (Portland)<br>Multnomah County | 120,000 | 108,000 | 12,000 | -0- | 2-10-81 |
| Boone Rd.-Barnes Rd. (Salem) Section<br>Pacific Highway East<br>Marion County | 165,000 | 148,500 | 16,500 | -0- | 2-24-81 |
| Oregon Coast Hwy. @ 22nd St. (Reedsport)<br>Douglas County | 80,000 | 72,000 | 8,000 | -0- | 3-10-81 |
| Pendleton Signal Upgrading<br>Pendleton and Pendleton-John Day Highways<br>Umatilla County | 300,000 | 270,000 | 30,000 | -0- | 3-11-81 |
| PROJECTS CANCELLED | | | | | |
| SPTC @ Butler Bridge Road (Toledo)<br>PUC Crossing No. CK-765.00-C<br>Lincoln County | 35,000 | 31,500 | 3,500* | -0- | 2-10-81 |
| SPTC @ Butler Bridge Road (Toledo)<br>PUC Crossing No. CK-765.10-C<br>Lincoln County | 40,000 | 36,000 | 4,000* | -0- | 2-10-81 |

3-13-81
Orig. to
Gormsen

## PROJECTS CANCELLED (Continued)

| Section | Total Cost | Federal Funds | State Funds | Local Govt. Funds | Approval Date |
|---|---|---|---|---|---|
| SPTC @ Butler Bridge Road (Toledo)<br>PUC Crossing No. CK-765.15-C<br>Lincoln County | $ 50,000 | $ 45,000 | $ 5,000* | -0- | 2-10-81 |
| SE 85th Ave.-SE 88th Ave. Section<br>Mt. Hood Highway<br>Multnomah County | 80,500 | 72,450 | 8,050 | -0- | 2-10-81 |

*State Grade Crossing Protection Funds administered by PUC

3/13/81
Date

H. S. Coulter
H. S. Coulter
State Highway Engineer

9345

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 5, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Cancellation of Title II Hazard Elimination Project

copy 21-4
ccN Hood
Mt.

Region I has requested cancellation of the approved Title II project to provide left-turn channelization and traffic signal upgrading on the SE 85th Avenue-SE 88th Avenue section of the Mt. Hood Highway. At the time this project was requested, a larger project to widen the Mt. Hood Highway from SE 82nd Avenue to I-205 was planned for some future date and the proposed Title II work was justified for immediate installation. It has now been determined that the larger project will be started this year and the Title II work will not be needed.

In summary:

| JURISDICTION | PROJECT NAME | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|---|
| State | SE 85th Avenue-<br>SE 88th Avenue<br>Section<br>Mt. Hood Highway<br>Multnomah County | $80,500 | $72,450 | $8,050 |

We recommend your approval and request that you authorize this cancellation under delegated authority.

L E George
L. E. George
Traffic Engineer

RHB:er
Attachment

APPROVED:

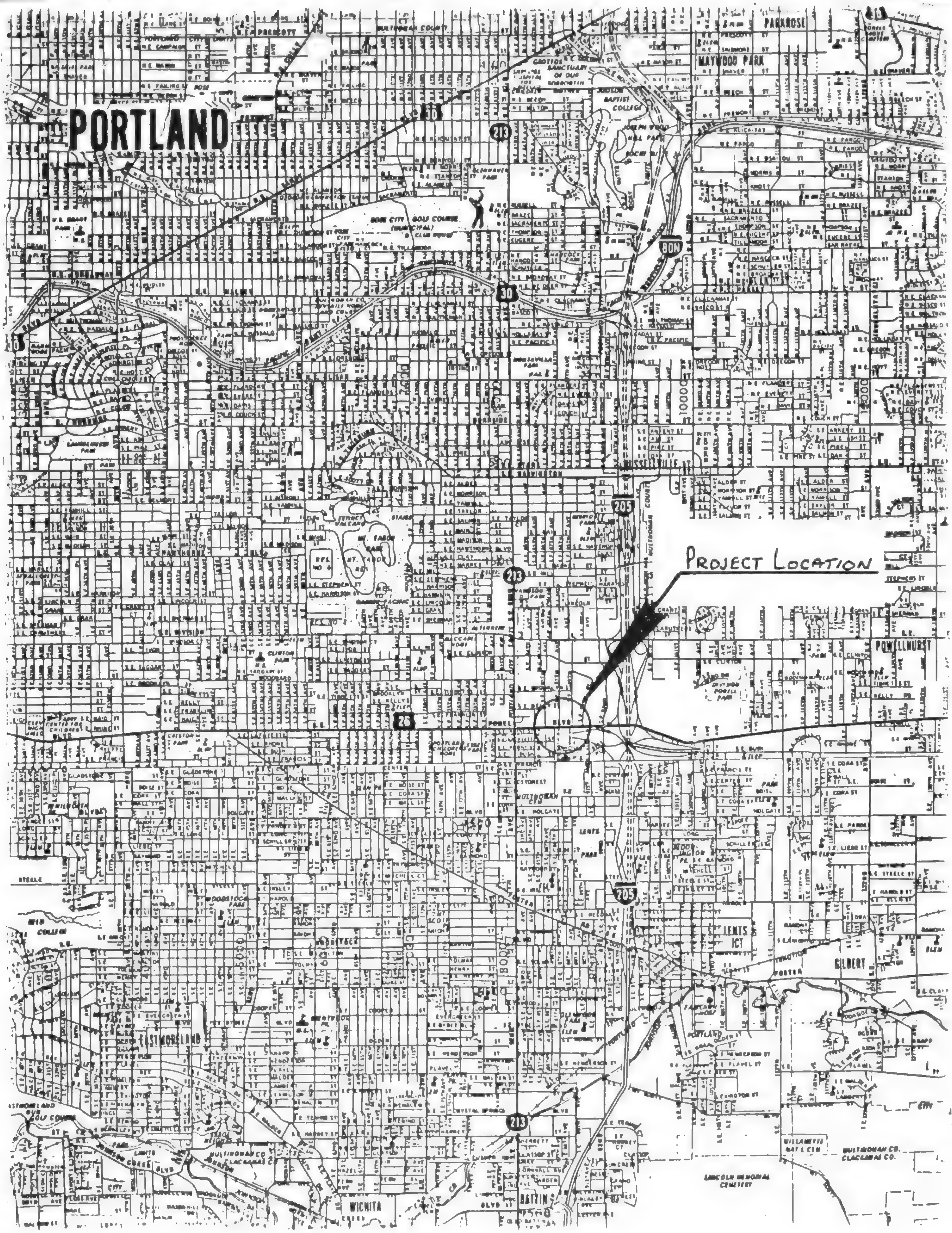
H S Coulter
State Highway Engineer

DATE: 2/10/81

2-11-81 [illegible]
orig to
cy George
files

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO
FOR

Contains Recycled Material


PORTLAND
PROJECT LOCATION
PARKROSE
MAYWOOD PARK
ROSE CITY GOLF COURSE (MUNICIPAL)
MT. TABOR PARK
POWELLHURST
EASTMORELAND
LENTS JCT
GILBERT
WICHITA
LINCOLN MEMORIAL CEMETERY
MULTNOMAH CO.
CLACKAMAS CO.
30
213
205
26
80N

9345

L.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**
Telephone: 238-8226
Date: September 26, 1980

File No: 26-1998

TO: J.H. VERSTEEG
Road Design Engineer

FROM: D.R. ADAMS
Project Development Manager

SUBJECT: S.E. 50th-I-205 Section
Powell Boulevard Phase 2

NOTED
E. S. HUNTER

With the impending opening of I-205 to Powell, interest has revived in an early construction contract for the S.E. 82nd to 92nd portion of the Powell Boulevard project, S.E. 50th to S.E. 92nd.

It appears that with the acquisition of three to four properties requiring no residential displacement, a contract could be let for that portion of Powell Boulevard in about six months. Metro Staff has secured agreement from the City of Portland and Multnomah County to accelerate this section to handle the additional traffic load from I-205.

I am therefore asking you to split the project design at 82nd Avenue and prepare a final design for that portion from 82nd to 92nd for a contract in the spring of 1981. Recent modifications to the intersection at 82nd and Powell, adding left-turn refuges, should make that a logical terminus and not require introduction of the taper section on the west side of 82nd.

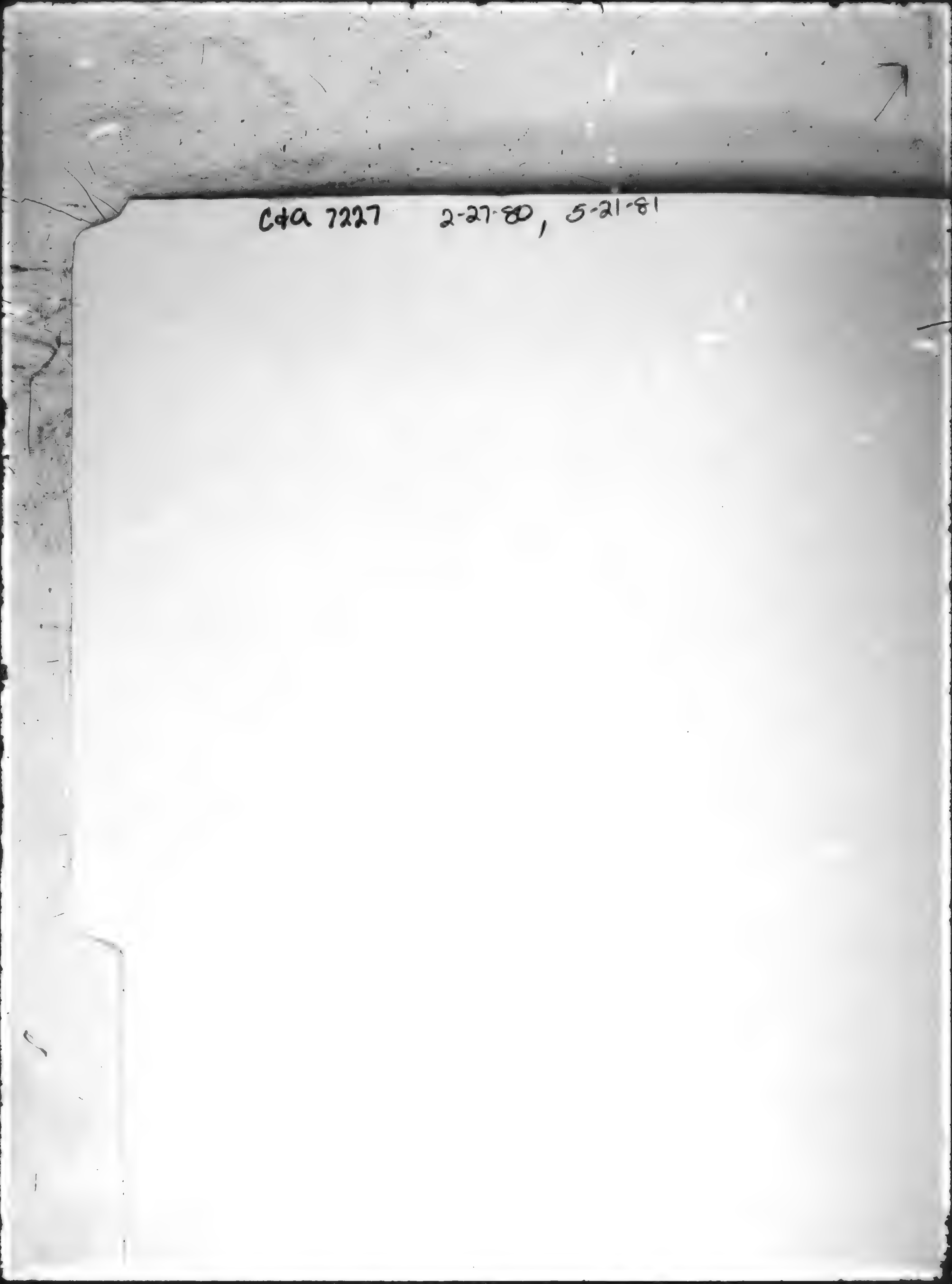
I have already asked the local Right-of-Way office to put the acquisition of property east of 82nd high on their priorities for this project. If you forsee problems in meeting this schedule, please advise.

DRA:SDC:hw

cc: E.S. Hunter
R.N. Bothman
J.B. Boyd
D.H. Moehring
L.C. Grothaus
J.D. McClure
M.J. Klotz
C.H. Duval
S.D. Crouch

RECEIVED
TECHNICAL SERVICES
SEP 2[illegible] '80
REFER TO
FOR
Info | Inve | R/D

1981 McFee Ck. (Midway Rd.) Br. 9346
Sec. of Midway Rd.
(Grad., pav. & struc.)



C&a 7227 2-27-80, 5-21-81

9346

## HIGHWAY DIVISION INVOICE

**SEND REMITTANCE TO:**
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DATE | YOUR ORDER NUMBER | INVOICE NUMBER | BILLING REQ. NUMBER |
|---|---|---|---|
| 1/8/85 | | 140861 | CA 3131 |

CODE: WASHCPW

- WASHINGTON COUNTY
- DIRECTOR OF PUBLIC WORKS
- 150 N FIRST AVE

HILLSBORO OR 97123

| PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT |
|---|---|---|---|---|---|
| | 321 | 00 | | | 6,674.57 |
| 234-1907 | 296 | 00 | 000 | | 821.81 |
| 234-1057 | 296 | 00 | 000 | | 5,852.76 |
| 234-1907 | 297 | 00 | 000 | | (821.81) |
| 234-1057 | 297 | 00 | 000 | | (5,852.76) |

| DESCRIPTION | TOTAL PRICE |
|---|---|
| FINAL SETTLEMENT ON BROS-3400(6), MCFEE CREEK (MIDWAY ROAD) BRIDGE, AGREEMENT #7227 | |
| TOTAL PROJECT COST | 160,536.73 |
| LESS: FEDERAL PARTICIPATION | (116,665.08) |
| LESS: ADVANCE DEPOSIT | (26,410.00) |
| STATE SHARE OF PROJECT | (787.08) |
| AMOUNT DUE FROM WASHINGTON COUNTY | 6,674.57 |

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

DIANE GALIDA PH: 378-5035 FOR CORRECTNESS OF CHARGES

OR MIKE SHULTZ PH: 378-6514 PREPARER OF INVOICE

734-1150 (7-81)

9346

STATE COPY

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

9346

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO. | COUNTY<br>Washington | DIVISION<br>Oregon |
| DATE OF REPORT<br>January 20, 1984 | REPORT MADE BY 1-20-84<br>C. T. Keasey, Construction Engineer | | PROJECT NO.<br>BROS-3400(6) |
| COMPLETION DATE<br>June 5, 1982 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>November 16, 1982 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>250 CD |
| APPROVED EXTENSIONS | LOCATION McFee Creek (Midway Rd.) Bridge Section of Midway Road | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
FEB 14 '84
REFER TO Fredrickson
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   Construction of roadbed excavation, aggregate base and asphalt concrete pavement.

   Construction of Bridge No. 12988A over McFee Creek Length: 63 feet. Roadway Width: 27.5 feet.

   Performance of such additional and incidental work as is called for by the specifications and plans.

cj 2/15

NOTED
W. E. SCHWARTZ

2. Contractor's Name: Auburn Construction Co.

3. Contract Amount: $101,812.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C T Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE Thomas P Lowe<br>Original Signed by T. P. LOWE | | SIGNATURE G. K. Hossner<br>Original Signed by G. K. HOSSNER Field Operations Engineer | |
| TITLE Thomas P. Lowe<br>Area Engr | DATE 2/6/84 | TITLE Field Operations Engineer | DATE 2/14/84 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

934

B

12-2-82

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Bugge Investment Co. dba Columbia West Materials & Constructors Co.<br>No. 9328 | N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp<br>Multnomah County | November 8, 1982 |
| Hi Lo Roads, Inc.<br>No. 9439 | Florence/Eugene Hwy. @ M.P. 10.3<br>Lane County | November 8, 1982 |
| Sims Electric, Inc.<br>No. 9348 | Main St.-Campbell St. (Baker)<br>Baker County | November 9, 1982 |
| E.H. Itschner Co.<br>No. 9461 | Shaniko Rock Production<br>Wasco County | November 9, 1982 |
| Linnco Electric Co.<br>No. 9394 | Pac.Hwy. E.@ Hayesville Dr. NE (Salem)<br>Marion County | November 9, 1982 |
| Olson's Mechanical & Heavy Rigging<br>No. 9517 | Catching Slough Bridge<br>Coos County | November 9, 1982 |
| Gresham Paving, Inc.<br>No. 9255 | N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham)<br>Multnomah County | November 9, 1982 |
| Schrader Const. Co., Inc.<br>No. 9119 | W. Intchge., Sellwood Bridge<br>Multnomah County | November 10, 1982 |
| Hertz Electric, Inc.<br>No. 9246 | SW Cedar Hills Blvd. @ SW Butner/Barnes Rd.<br>Washington County | November 15, 1982 |
| Sims Electric, Inc.<br>No. 9393 | Old Hwy. 20 @ "A" St. (Toledo)<br>Lincoln County | November 15, 1982 |
| Auburn Const. Co.<br>No. 9346 | McFee Cr. (Midway Rd.) Bridge<br>Washington County | November 16, 1982 |
| Tice Electric Co.<br>No. 9329 | Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access<br>Clackamas County | November 18, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Electric Corp.<br>No. 9449 | Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn)<br>Marion County | November 18, 1982 |
| Douglas S. Coats, Inc.<br>No. 9317 | Jordan Cr. (Danner) Bridge<br>Malheur County | November 22, 1982 |
| Stukel Rock & Paving, Inc.<br>No. 9229 | N. Klamath Falls Intchge.-Jct. Green Springs Hwy.<br>Klamath County | November 23, 1982 |
| Wildish Corvallis Construction Co.<br>No. 9353 | Corvallis/Lebanon Hwy. @ Seven Mile Lane<br>Linn County | November 30, 1982 |
| Nelson-Deppe, Inc.<br>No. 9300 | Powder River<br>Baker County | November 30, 1982 |
| Roseburg Paving, Inc.<br>No. 9215 | Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy.<br>Douglas County | November 30, 1982 |

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9346

November 26, 1982

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

CON 5
#9346

Gentlemen or Ladies:

On November 18, 1982, we wrote to you concerning release of final payment on Contract No. 9346 awarded to Auburn Construction Company for work on the McFee Creek (Midway Road) Bridge in Washington County.

Final payment on this contract is $1,992.35 and the total contract amount is $106,200.08. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Auburn Construction Company
10630 Tonquin Loop Road
Sherwood, OR 97140

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9346.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McFee Creek (Midway Road) Bridge

WEEK ENDING: October 2, 1982

SECTION PREFIX: 234-1057

HIGHWAY: Midway

COUNTY: Washington

NAME OF JOB: McFee Creek (Midway Road) Bridge

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: Auburn Construction Company

CONTRACT NUMBER: 9346

FEDERAL AID PROJECT NUMBER: BROS-3400(6)

DATE OF CONTRACT: September 16, 1981

DATE WORK STARTED: September 21, 1981

ESTIMATED COMPLETION DATE: n/a

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 250

CALENDAR DAYS USED: 250

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $116,237.62

EXCLUSIVE OF ENGINEERING: $107,020.54

ENGINEERING AUTHORIZATION: $9,217.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $106,207.73

ENGINEERING COST TO DATE: $19,945.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 109%

ESTIMATED PERCENT: XXXXX UNDERRUN 1 %

PERCENT OF AUTHORIZATION: 216 %

DATE PROJECT WAS COMPLETED: June 5, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 590 CY | 1,120 Tons | | | 240 Tons |
| TOTAL QUANTITIES CORRECTED TO DATE | 690 CY | 1,199 Tons | | | 291 Tons |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 690 CY | 1,199 Tons | | | 291 Tons |
| AVERAGE DAILY QUANTITIES | 23 CY | 77 Tons | | | 291 Tons |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 CY | 0 Tons | | | 0 Tons |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 12988A | | | | | | | |
| PERCENT | 100% | | | | | | | |

| | WEATHER | Calendar XXX DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Project complete. No personnel are going to jobsite, no weather is being kept. | 0 | | Project completed June 5, 1982. |
| MONDAY | | 0 | | |
| TUESDAY | | 0 | | K |
| WEDNESDAY | | 0 | | |
| THURSDAY | | 0 | | |
| FRIDAY | | 0 | | |
| SATURDAY | | 0 | | |

RECEIVED
OCT 5 1982
CONSTRUCTION SECTION
A
OCS
SCS
EEO
CA
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FE
CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 9-26-82<br>SUNDAY | Auburn Construction has completed all work required on this job. |
| 27<br>MONDAY | No work. |
| 28<br>T DAY | No work. |
| 29<br>WEDNESDAY | No work. |
| 9-30-82<br>THURSDAY | No work. |
| 10-1-82<br>FRIDAY | No work. |
| 10-2-82<br>SATURDAY | No work. |

## REMARKS

ANTICIPATED: Get and submit supplemental payroll from Auburn Construction.

STATUS: Auburn Construction has completed all work required for this job, except for supplying a supplemental payroll requested by Salem covering Dean Burning. Third Notification had been submitted on 8-18-82. Washington County's letter of Acceptance, Test Result Summary, Miscellaneous Data (Field Tests, etc.) and Photo Album were submitted to Region I office on Friday, 10-1-82 as was the "As Constructed" plan.

Unless otherwise directed this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED Erle L. Calhoun LOCATION 9250 N. E. Skidmore, Portland, Oregon

for: Arvey D. Nelson, project manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9346

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 28, 1984

CITY: Washington AGREEMENT NO: 7227 PROJECT NO: BROS-3400(6)

CONTRACT NO: 9346 SECTION: McFee Creek (Midway Road) Bridge

Preliminary Engineering Prefix 234-1907

| | | Participating | | Non Participating |
|---|---|---|---|---|
| Resident Engineer | $ | 10,975.99 | $ | 47.79 |
| Final Design | | 2,230.76 | | |
| Right-of-Way Descriptions | | .50 | | |
| Region Geology | | 213.54 | | |
| Traffic Section | | 14.61 | | |
| Region Utility Liaison | | 32.22 | | |
| Location | | 1,124.26 | | |
| Program Management | | 114.41 | | |
| Specifications ($582.79 No Cost County) | | 1,082.79 | | |
| Administrative Services | | 54.71 | | |
| Environmental Section | | 215.00 | | |
| Structural Foundations | | 4,120.38 | | 14.74 |
| Bridge Design (No Cost to County) | | 3,352.62 | | |
| Total P.E. Cost | $ | 23,531.79 | $ | 62.53 |
| Less Free Bridge Design & Specs. to County | | ( 3,935.41) | | |
| Total P.E. Cost to County | $ | 19,596.38 | $ | 62.53 |

Construction Prefix 234-1057

| | | | | |
|---|---|---|---|---|
| Work Performed by Contractor | $ | 106,200.08 | $ | |
| Interest on Final Payment | | | | 35.86 |
| Resident Engineer Charges | | 11,588.87 | | 4,606.99 |
| Project Management | | 85.28 | | |
| Materials Testing Lab | | 3,279.28 | | |
| Technical Services | | 506.89 | | |
| Construction Branch | | 469.69 | | |
| EEO Monitoring | | 169.47 | | |
| Total | $ | 122,299.56 | $ | 4,642.85 |

Summary

| | | |
|---|---|---|
| Total Participating P.E. Cost. | $ | 19,596.38 |
| Total Participating Const. Cost | | 122,299.56 |
| Total Participating Cost | $ | 141,895.94 |

|  |  |  |
|---|---|---|
| Federal Funds |  |  |
| P.E. 80% | $ 15,677.10 |  |
| Const. 80% | $ 97,839.65 | $( 113,516.75) |
| Subtotal |  | $ 28,379.19 |
| Plus Non Participating County Cost |  | 4,705.38 |
| Less County Advance Deposits |  |  |
| P.E. 2-20-80 | $ 3,160.00 |  |
| Const. 9-14-81 | $23,250.00 | ( 26,410.00) |
| BALANCE DUE FROM COUNTY |  | $ 6,674.57 |

MKS:jc

9346

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>5-199<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>2 | **U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION**<br><br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>5-21-82 | State<br>Oregon<br>County<br>Washington<br>Project Number<br>BROS-3400(6) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 1980, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $142,537.00 | $146,258.00 |
| Federal funds | $114,029.00 | $117,006.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction costs & construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May 18, 1982

Federal-Aid Project
No. BROS-3400(6)

McFee Creek (Midway Rd.) Bridge
County Road in Washington County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 26,300.00 |

Type Code X080
Structure, Bridge #12988A (Sta. 18+50 to Sta. 23+50)
(Bridge Sta. 20+78 to Sta. 21+41)

Subtotal of previous estimate of Sept. 28, 1981 $102,412.00

Previous Estimate

| | | | |
|---|---|---|---|
| 8-Inch Drain Pipe | 100 Lin. Ft. | 19.00 | $ 1,900.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| 8-Inch Drain Pipe | 200 Lin. Ft. | 19.00 | $ 3,800.00 |

| | |
|---|---|
| Increase | $ 1,900.00 |
| SUBTOTAL | $104,312.00 |
| Engineering | 15,646.00 |
| TOTAL | $119,958.00 |

Length of Structure ------------- 0.012 mi.

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 26,300.00 | $ 21,040.00 | $ 1,000.00 | $ 4,260.00 |
| Structure | 119,958.00 | 95,966.00 | --- | 23,992.00 |
| TOTAL | $146,258.00 | $117,006.00 | $ 1,000.00 | $28,252.00 |

Group 1 100%
Contract No. 9346
Prefix: 234-1907
Prefix: 234-1057

9346

STATE COPY 2

| | | |
|---|---|---|
| TO BE COMPLETED BY FHW | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>7-10 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Washington |
| PROJECT REPORT NUMBER | | Project Number<br>BROS-3400(6) |
| MODIFICATION NUMBER<br>1 | 6/28/82 | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26 , 1980 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 146,258.00 | $ 149,254.00 |
| Federal funds | $ 117,006.00 | $ 119,402.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs & construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 23, 1982

Federal Aid Project
No. BROS-3400(6)

McFee Creek (Midway Rd.) Bridge
County Road in Washington County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 26,300.00 |

### Type Code X080
### Structure, Bridge #12988A (Sta. 18+50 to Sta. 23+50)
### (Bridge Sta. 20+78 to Sta. 21+41)

| | |
|---|---|
| Subtotal of previous estimate of September 28, 1981 | $104,312.00 |

### Previous Estimate

| | | | |
|---|---|---|---|
| 3/4"-0 Aggregate Base | 120 Ton | 7.90 | $ 948.00 |
| Class B Asphalt Concrete | 240 Ton | 38.85 | 9,324.00 |
| | | | $ 10,272.00 |

### Revised Estimate

| | | | |
|---|---|---|---|
| 3/4"-0 Aggregate Base | 204 Ton | 7.90 | $ 1,611.00 |
| Class B Asphalt Concrete | 290 Ton | 38.85 | 11,266.00 |
| | | | $ 12,877.00 |

| | |
|---|---|
| Increase | $ 2,605.00 |
| Subtotal | $106,917.00 |
| Engineering | 16,037.00 |
| TOTAL | $122,954.00 |

Length of Structure - - - - - - - - 0.012 mi.

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 26,300.00 | $ 21,040.00 | $ 1,000.00 | $ 4,260.00 |
| Structure | 122,954.00 | 98,362.00 | ---- | 24,592.00 |
| TOTAL | $149,254.00 | $119,402.00 | $ 1,000.00 | $28,852.00 |

Group 1 - 100%
Contract No. 9346
Prefix: 234-1907
Prefix: 234-1057

9346

STATE COPY L.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>10 - 12 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Washington |
| PROJECT REPORT NUMBER | 10-6-81 | Project Number<br>BROS-3400(6) |
| MODIFICATION NUMBER<br>1 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 1980, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 20,800.00 | $ 142,537.00 |
| Federal funds | $ 16,640.00 | $ 114,029.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase and approved increase of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of October, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX ~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Black.

Oregon State Highway Division
Salem, Oregon September 28, 1981

Federal Aid Project
No. BROS-3400(6)

Mc Fee Creek (Midway Road) Bridge
Washington County Road

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 26,300.00 |

### Type Code X080
### Structure, Bridge #12988A (Sta. 18+50 to Sta. 23+50) (Bridge Sta. 20+78 to Sta. 21+41)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 10,240.00 |
| Clearing and Grubbing | | All Required | 1,000.00 |
| General Excavation | 500 Cu. Yd. | 4.75 | 2,375.00 |
| Toe Trench Excavation | 20 Cu. Yd. | 5.50 | 110.00 |
| Coarse Aggregate Base | 1,000 Ton | 7.30 | 7,300.00 |
| 3/4"-0 Aggregate Base | 120 Ton | 7.90 | 948.00 |
| Class "B" Asphalt Concrete | 240 Ton | 38.85 | 9,324.00 |
| 12-inch Culvert Pipe | 40 Lin. Ft. | 19.50 | 780.00 |
| 8-inch Drain Pipe | 100 Lin. Ft. | 19.00 | 1,900.00 |
| Guard Rail, Type 2A | 100 Lin. Ft. | 13.50 | 1,350.00 |
| Guard Rail, Type 3 | 100 Lin. Ft. | 23.50 | 2,350.00 |
| Guard Rail, Type 1 | 4 Each | 312.50 | 1,250.00 |
| Rail End Pieces, Type C | 4 Each | 87.50 | 350.00 |
| Loose Riprap, Class 50 | 70 Cu. Yd. | 15.00 | 1,050.00 |
| Structure Excavation | 35 Cu. Yd. | 5.60 | 196.00 |
| Furnish Pile Driving Equipment Alternate "A" | | All Required | 7,020.00 |
| Furnish Prestressed Concrete Piling | 600 Lin. Ft. | 12.25 | 7,350.00 |
| Drive Prestressed Concrete Piling | 600 Lin. Ft. | 1.00 | 600.00 |
| Structural Concrete, Class 3300 (22 CY) | | All Required | 4,500.00 |
| 4'x60'/65' Prestressed Slabs | 7 Each | 4,050.00 | 28,350.00 |
| Reinforcement (3,500 lbs.) | | All Required | 1,400.00 |
| Reinforced Concrete Bridge End Panels | 144 Sq. Yd. | 45.00 | 6,480.00 |

| | | | |
|---|---|---|---|
| Metal Rail with Tubing | 138 Lin. Ft. | 40.50 | 5,589.00 |
| | | Alternate "P" | $101,812.00 |

Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 100.00 |
| Roadside Seeding & Mulching | All Required | 500.00 |
| | | $ 600.00 |
| | SUBTOTAL | $102,412.00 |
| | Engineering | 13,825.00 |
| | TOTAL | $116,237.00 |

Length of Structure ---------- 0.012 mi.

SUMMARY OF FUNDS (80%)

| Description | Total Cost | Fed. Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 26,300.00 | $ 21,040.00 | $ 1,000.00 | $ 4,260.00 |
| Structure | 116,237.00 | 92,989.00 | --- | 23,248.00 |
| TOTAL | $142,537.00 | $114,029.00 | $ 1,000.00 | $27,508.00 |

Group 1 100%
Contract No. 9346
Prefix: 234-1907
234-1057

STATE COPY

2

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>3-14 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>2-26-80 | State<br>Oregon<br>County<br>Washington<br>Project No.<br>BROS-3400(6) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 6.5 mi. N.W. of Sherwood

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 1-18-80 | 0.02 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 80.0%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 20,800.00 | FEDERAL FUNDS<br>$ 16,640.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XXFor: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon February 19, 1980

Federal Aid Project
No. BROS-3400(6)

McFee Cr. (Midway Rd.) Bridge Section
County Road in Washington County

## PROJECT AGREEMENT ESTIMATE

Type Code PE

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $20,800.00 |
| | TOTAL | $20,800.00 |

Length of Project - - - - - - - - - - - - -0.02 mi.

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 20,800.00 | $ 16,640.00 | $ 1,000.00 | $ 3,160.00 |
| Retain in Program | | | | |
| PS&E Status | 132,000.00 | 105,600.00 | ------- | 26,400.00 |
| TOTAL | $152,800.00 | $122,240.00 | $ 1,000.00 | $29,560.00 |

Group 1-100%
Prefix 234-1907
Pro-rata 80.0%

9346 5-2-84 234-1907
234-1057

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-3400(6)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-18-80 To: 2-14-84

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 23,594.32 | 23,531.79 | 80% | 18,825.43 | 18,825.43 | -0- |
| 126,942.41 | 122,299.56 | 80% | 97,839.65 | 97,839.65 | -0- |
| 150,536.73 | 145,831.35 | 80% | 116,665.08 | 116,665.08 | -0- |

*The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.*

*SIGN ORIGINAL ONLY*

Oregon *State Highway Agency*

*By* Controller *Authorized Officer* 5/2/84 *Date*

*I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.*

*Amount submitted* $ 0.00

*Adjustments* $

*Amount Approved* $

*SIGN ORIGINAL COPY*

*Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | McFee Creek (Midway Road) Bridge<br>Washington County Rd. | | | | | |
| | Preliminary Engineering<br>Type Code PE | | | | | |
| | State | All Required | | | $ 23,531.79 | |
| | Construction<br>Type Code X080<br>Structure, Bridge #12988A (Sta. 18+50 to Sta. 23+50)<br>Bridge Sta. 20-78 to Sta. 21+41) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 106,200.08 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 15,930.01 | |
| | Misc. Project Cost | | | | | |
| | EEO Monitoring Expense | All REquired | | | 169.47 | |
| | Total Participating Construction Cost | | | | $145,831.35 | |
| | Non Participating Project Cost | | | | | |
| | Preliminary Engineering (State) | All Required | | | 62.53 | |
| | Interest on Final Payments | All Required | | | 35.86 | |
| | Construction Engineering | All Required | | | 4,606.99 | |
| | Total Non Participating | | | | 4,705.38 | |
| | Total Project Cost | | | | $150,536.73 | |
| | Prepared based on participting cost as shown on the Federal Billing as of 5-3-84 | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

APRIL 1984

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | END |
|---|---|---|---|---|---|---|---|---|---|
| | 234 1052 | 920 | 00 | P 1 | | | 94.57 | 81 | 81 |
| | 234 1052 | 940 | 00 | P 1 | | 24.25 | 2,121.20 | 81 | 83 |
| | 234 1052 | 941 | 00 | P 1 | | | 396.92 | 81 | 82 |
| | 234 1052 | 942 | 00 | P 1 | | | 1,200.61 | 81 | 82 |
| | 234 1052 | 944 | 00 | P 1 | | | 261.95 | 81 | 83 |
| | 234 1052 | 945 | 00 | P 1 | | | 355.60 | 81 | 82 |
| | 234 1052 | 946 | 00 | P 1 | | | 72.02 | 81 | 81 |
| | 234 1052 | 948 | 00 | P 1 | | 199.32 | 285.88 | 81 | 84 |
| | 234 1052 | 985 | 00 | P 1 | | | 163.66 | 81 | 82 |
| | | TOT | | P1 | | 615.41CR | 199,568.29 | | |
| | | TOT | | N1 | | 838.98 | 4,479.10 | | |
| | | ** JOB TOTALS ** | | | ** | 223.57 ** | 204,067.89 ** | | |
| MCFEE CR (MIDWAY RD) BR | CONT NO 9346 * FA PROJ NOS BROS3400006 100 | | | | | | | STATE | |
| | 234 1057 | 201 | 00 | P 1 | | | 106,200.08 | 81 | 82 |
| | 234 1057 | 206 | 00 | N 1 | | | 35.86 | 82 | 82 |
| | 234 1057 | 296 | 00 | N 9 | | 30.87CR | 121,061.11CR | 81 | 84 |
| | 234 1057 | 297 | 00 | N 9 | | | 23,250.00 | 81 | 82 |
| | 234 1057 | 298 | 00 | N 9 | | 30.87 | 97,811.11 | 81 | 84 |
| | 234 1057 | 900 | 00 | P 1 | 117.61CR | 117.61CR | 11,416.27 115888 | 81 | 84 |
| | 234 1057 | 900 | 00 | N 1 | 114.78 | 114.78 | 4,606.99 | 83 | 84 |
| | 234 1057 | 920 | 00 | P 1 | | | 85.28 | 81 | 83 |
| | 234 1057 | 940 | 00 | P 1 | | 6.91 | 1,174.91 | 81 | 84 |
| | 234 1057 | 941 | 00 | P 1 | | | 2,104.37 | 81 | 83 |
| | 234 1057 | 944 | 00 | P 1 | 19.32CR | 19.32CR | 506.89 | 81 | 84 |
| | 234 1057 | 945 | 00 | P 1 | | | 469.69 | 81 | 83 |
| | 234 1057 | 948 | 00 | P 1 | 172.60 | 172.60 | 172.60 To 900 | 84 | 84 |
| | 234 1057 | 985 | 00 | P 1 | | | 169.47 | 81 | 82 |
| | | TOT | | P1 | 35.67 | 42.58 | 122,299.56 | | |
| | | TOT | | N1 | 114.78 | 114.78 | 4,642.85 | | |
| | | ** JOB TOTALS ** | | | 153.15 ** | 157.36 ** | 126,942.41 ** | | |
| NW COR POSHAW BARE SALT RDS | CONT NO 9349 * FA PROJ NOS HES 9022005 99 | | | | | | HES 9022005 01 | STATE | |
| | 234 1062 | 201 | 00 | P 1 | | | 59,833.80 | 82 | 83 |
| | 234 1062 | 201 | 00 | P 8 | | | 1,881.00 | 82 | 82 |
| | 234 1062 | 206 | 00 | N 1 | | | 23.73 | 83 | 83 |
| | 234 1062 | 206 | 00 | N 8 | | | .24 | 83 | 83 |
| | 234 1062 | 210 | 02 | P 1 | | | 500.00 | 83 | 83 |
| | 234 1062 | 296 | 00 | N 9 | 18.23 | 681.33 | 71,882.91CR | 81 | 84 |
| | 234 1062 | 297 | 00 | N 9 | | | 7,490.59 | 81 | 82 |
| | 234 1062 | 298 | 00 | N 9 | 18.23CR | 681.33CR | 64,392.32 | 81 | 84 |
| | 234 1062 | 900 | 00 | P 1 | | 2,839.05CR | 4,162.40 | 81 | 84 |
| | 234 1062 | 900 | 00 | P 8 | | 26.05CR | 74.54 | 81 | 83 |
| | 234 1062 | 900 | 00 | N 1 | | 2,839.05 | 2,839.05 | 83 | 84 |
| | 234 1062 | 900 | 00 | N 8 | | 26.05 | 26.05 | 83 | 83 |
| | 234 1062 | 920 | 00 | P 1 | | | 32.84 | 81 | 82 |
| | 234 1062 | 920 | 00 | P 8 | | | .33 | 81 | 82 |

```
                                                                                    FISCAL          GRAND TOTAL
DESCRIPTION                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE.       TO DATE

MCFEE CR BRIDGE          CONT NO      X FA PROJ NOS BROS3400006 100                                                STATE .
                           234    1907    296         00 N 9                                       21,455.79CR
                           234    1907    [illegible] 00 N 9                                        2,510.00
                           234    1907    297         00 N 9                                       18,945.79
                           234    1907    298         00 N 9                                       10,975.99
                           234    1907    901         00 P 1       24.39CR          24.39CR            47.79
                           234    1907    901         00 N 1
                           234    1907    905         00 P 1       76.06CR          76.06CR         2,230.76
                           234    1907    906         00 P 1                                           29.42   To 927
                           234    1907    909         00 P 1                                              50
                           234    1907    910         00 P 1                                          213.54
                           234    1907    911         00 P 1                                           14.61
                           234    1907    914         00 P 1       50.00CR          50.00CR            32.22
                           234    1907    918         00 P 1                                        1,124.26
                           234    1907    920         00 P 1                                          114.41
                           234    1907    921         00 P 1  (682.79) Free to County                1,082.79
                           234    1907    922         00 P 1                                           54.71
                           234    1907    923         00 P 1                                          215.00
                           234    1907    926         00 P 1                                        4,120.38
                           234    1907    926         00 N 1                                           14.74
                           234    1907    927         00 P 1                                        3,322.95   3,352.6
                           234    1907    960         00 N 1       93.57CR          93.57CR
                                          TOT            P1       150.45CR         150.45CR        23,531.79
                                          TOT            N1        93.57CR          93.57CR            62.53
                                       XX JOB TOTALS XX           244.02CRXX       244.02CRXX      23,594.32  XX

                                                                                                               STATE
SPTC XING@SW 160TH AVE   CONT NO       FA PROJ NOS RRP 9055001 100
                           234    1908    296         00 N 9                                          140.25CR
                           234    1908    298         00 N 9                                          140.25
                           234    1908    905         00 P 1                                          136.07
                           234    1908    920         00 P 1                                           19.76
                                          TOT            P1                                           155.83
                                       XX JOB TOTALS XX                  XX               XX          155.83  XX

                                                                                                               STATE
DERR XING @ MERLO RD     CONT NO       FA PROJ NOS RRP 000S033 100
                           234    1909    296         00 N 9                        182.77CR          706.84CR
                           234    1909    298         00 N 9                        182.77            706.84
                           234    1909    905         00 P 1                                           49.50
                           234    1909    914         00 P 1                                          332.34
                           234    1909    920         00 P 1                                           15.53
                           234    1909    927         00 P 1                                            7.20
                           234    1909    932         00 P 1                        117.80            380.81
                                          TOT            P1                         117.80            785.38
                                       XX JOB TOTALS XX                  XX         117.80  XX        785.38  XX

                                                                                                               STATE
DAIRY CREEK (PTHL RD) BR CONT NO      X FA PROJ NOS BROS3400008 100
                           234    1910    296         00 N 9                      4,054.40CR       23,794.74CR
```

B02 117 BILLING NUMBER 45

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/31/84

PAGE 91

| PREFIX | GRP FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 233-1940 | 1 | BROS-3300-002 | 17,856.00 | 19,621.72 | 19,621.72 | 80.00 | 15,697.38 | 15,697.38 | | |
| | | PROJ TOTALS | 213,369.00 | 260,117.03 | 254,683.86 | | 203,747.09 | 203,747.09 | | |
| >334-1068 | 1 | BROS-3400-002 | 89,687.00 | 112,393.30 | 112,367.75 | 80.00 | 89,894.20 | 89,887.00 | 7.20 R | |
| 234-1902 | 1# | BROS-3400-003 | 12,217.37 | 15,346.69 | 15,271.71 | 80.00 | 12,217.37 | 12,217.37 | | |
| 234-1052 | 1# | BROS-3400-004 | 159,671.03 | 204,067.89 | 199,588.79 | 80.00 | 159,671.03 | 159,671.03 | | |
| 234-1903 | 1# | BROS-3400-004 | 16,185.05 | 20,723.43 | 20,231.31 | 80.00 | 16,185.05 | 16,185.05 | | |
| | | PROJ TOTALS | 175,856.08 | 224,791.32 | 219,820.10 | | 175,856.08 | 175,856.08 | | |
| 234-1048 | 1# | BROS-3400-005 | 12,498.02 | 17,047.11 | 15,622.53 | 80.00 | 12,498.02 | 12,498.02 | | |
| 234-1906 | 1# | BROS-3400-005 | 9,958.74 | 12,459.94 | 12,448.43 | 80.00 | 9,958.74 | 9,958.74 | | |
| | | PROJ TOTALS | 22,456.76 | 29,507.05 | 28,070.96 | | 22,456.76 | 22,456.76 | | |
| 234-1057 | 1X | BROS-3400-006 | 97,839.65 | 126,942.41 | 122,299.56 | 80.00 | 97,839.65 | 97,839.65 | | |
| 234-1907 | 1X | BROS-3400-006 | 18,825.43 | 23,594.32 | 23,531.[illegible] | 80.00 | 18,825.43 | 18,825.43 | | |
| | | PROJ TOTALS | 116,665.08 | 150,536.73 | 145,831.35 | | 116,665.08 | 116,665.08 | | |
| 234-1051 | 1# | BROS-3400-007 | 235,682.13 | 294,865.43 | 294,602.66 | 80.00 | 235,682.13 | 235,682.13 | | |
| 234-1904 | 1# | BROS-3400-007 | 23,360.95 | 29,201.19 | 29,201.19 | 80.00 | 23,360.95 | 23,360.95 | | |
| 234-2527 | 1# | BROS-3400-007 | 1,305.34 | 1,631.68 | 1,631.68 | 80.00 | 1,305.34 | 1,305.34 | | |
| >434-2535 | 1# | BROS-3400-007 | 2,000.00 | 2,000.00 | 2,000.00 | 100.00 | 2,000.00 | 2,000.00 | | |
| | | PROJ TOTALS | 262,348.42 | 327,698.30 | 327,435.53 | | 262,348.42 | 262,348.42 | | |
| 234-1910 | 1# | BROS-3400-008 | 19,035.79 | 23,794.74 | 23,794.74 | 80.00 | 19,035.79 | 19,035.79 | | |
| 234-1918 | 1 | BROS-3400-010 | 16,800.00 | 11,875.38 | 11,840.10 | 80.00 | 9,472.08 | 9,418.02 | | 54.06 |
| 234-1919 | 1 | BROS-3400-011 | 26,800.00 | 18,238.50 | 18,238.50 | 80.00 | 14,590.80 | 14,537.22 | | 53.58 |
| 235-1966 | 1 | BROS-3500-000 | | 92.90 | 92.90 | 80.00 | 74.32 | | 74.32 A | |

RECAPITULATION --APPROPRIATION 117

9346

August 28, 1981

ACC

Larry Rice
Director of Public Works
Washington County
160 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

On August 27, 1981 the Highway Division received a satisfactory bid from Auburn Const., 10630 Tonquin Loop Road, Sherwood, Oregon 97140 for McFee Creek (Midway Road) Bridge Section. We anticipate the construction cost to be:

| | | |
|---|---|---|
| Contractor's Bid | | $101,812.00 |
| Anticipated Additional Items: | | |
| Temporary Erosion Control | $100.00 | |
| Roadside Seeding & Mulching | 500.00 | $ 600.00 |
| SUBTOTAL | | $102,412.00 |
| 4 1/2% Contingencies | | 4,608.54 |
| 9% Engineering | | 9,217.08 |
| ESTIMATED TOTAL COST | | $116,237.62 |

County's Advance Deposit:
20% of $116,237.62 = $23,247.52 or say $23,250.00

We will award the contract when we receive your advance deposit, which should arrive no later than September 18, 1981.

The attached sheet describes three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

Rec'd 9-14-81
L61P per
Jan Peterson

GEZ:pf
Attachment

bcc w/AD # 935: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 935 when advance deposit is received.

9346

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3400(6) L.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00039

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/81

8. FEDERAL ROUTE NUMBER Non Federal Aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
McFee Creek (Midway Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated July 27, 1981 that provision of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Moehring
orig to
FOR

| Info | Invest | R/D | D/R | Sub | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8/11

14. DATE 8/5/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section McFEE CR(MIDWAY RD) BRIDGE Programming Estimate $

9346

Highway CO. RD. 7-25-81 Projec[illegible]ength

County WASHINGTON Completion Time 110 Cal. days

Kind of Work GRADE, PAVE, STRUCTURE Est. Comp. Date

Prefix 234-1907 Letting Date 7/25/81 Project No. BROS-3400(6)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Alt. "A" & Alt "B"

Estimated Contract Amount . . . . $ 117,365 -

| | | |
|---|---|---|
| Anticipated Additional Items: | | |
| Royalty Payment. . . . . . . . . . . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . . . . . . | | |
| Temporary Pavement Striping. . . . . . . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . . . . . . . . | 100 | |
| State Furnished ____________ . . . . . . | | |
| Roadside Seeding & Mulching . . . . . . . . . . . | 500 | $ 600 |
| Asphalt Cement Adjustment . . . . . . . . . . . . | | |
| On the Job Trainees . . . . . . . . . . . . . . . | | |
| State Responsibility for Damages . . . . . . . . . | | |
| Signal Controller Testing (Engineering) . . . . . . | | |
| "OPTICOM" Testing (Engineering) . . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . . . . . . . . | | |
| Adjust Utilities: | | |
| ____________ . . . . . . . . . . | | |
| ____________ . . . . . . . . . . | | |
| ____________ . . . . . . . . . . | | |
| ____________ . . . . . . . . . . | | |
| ____________ . . . . . . . . . . | | |

Subtotal $ 117,965 <sup></sup>

Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . 5308 43

Engineering (~~6~~, 9, ~~10~~%) . . . . . . . . . . . . . . . . . . . . . . 10,616 85

~~Subtotal~~ $

~~Credit for~~ ____________ . . . . . . . . ____________

Estimated Net Authorization, Construction . . . Alt. "A" & Alt "B" . . . . . . . . . $ 133,890 28

APPROVED

____________

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

SU[illegible]RY--BID SCHEDULE--COST ESTIMAT[illegible]

Sheet 1 of 1

Date

County Washington

Section McFee Cr. (Midway Rd) Bridge

Length

Name DAT

Kind Of Work

6-5-81

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (10%) | 10,600 |
| | Clearing and Grubbing | | All | All | — | 1500.00 |
| | General Excavation | | Cu Yd | 500 | 10- | 5000 |
| | Toe Trench Excavation | | Cu Yd | 20 | 10- | 200 |
| | Coarse Aggregate Base | | Ton | 1,000 | 8- | 8000 |
| | 3/4"-0 Aggregate Base | | Ton | 120 | 9.50 | 1140 |
| | Class "B" Asphalt Concrete | | Ton | 240 | 36- | 8640 |
| | 12-inch Culvert Pipe | | Lin Ft | 40 | 16- | 640 |
| | 8-inch Drain Pipe | | Lin Ft | 100 | 13- | 1300 |
| | Guard Rail, Type 2A | | Lin Ft | 100 | 15- | 1500 |
| | Guard Rail, Type 3 | | Lin Ft | 100 | 30- | 3000 |
| | Guard Rail Anchors, Type 1 | | Each | 4 | 300- | 1200 |
| | Rail End Pieces, Type C | | Each | 4 | 100- | 400 |
| | Loose Riprap, Class 50 | | Cu Yd | 70 | 25- | 1750 |
| | ~~STRUCTURE~~ | | | | | |
| | ~~Structure Excavation~~ | | ~~Cu Yd~~ | ~~35~~ | | |
| | ~~Furnish Pile Driving Equipment~~ | | ~~All~~ | ~~All~~ | | |
| | ~~Furnish Prestressed Concrete Piling~~ | | ~~Lin Ft~~ | ~~600~~ | | |
| | ~~Drive Prestressed Concrete Piles~~ | | ~~Lin Ft~~ | ~~600~~ | | |
| | ~~Structural Concrete, Class 3300~~ | | ~~All~~ | ~~All~~ | | |
| | ~~4'×60"/65' Prestressed Slabs~~ | | ~~Each~~ | ~~7~~ | | |
| | ~~Reinforcement~~ | | ~~All~~ | ~~All~~ | | |
| | ~~Reinforced Concrete Bridge End Panels~~ | | ~~Sq Yd~~ | ~~144~~ | | |
| | ~~Metal Rail with Tubing~~ | | ~~Lin Ft~~ | ~~138~~ | | |

OREGON STATE HIGHWAY DIVISION

SU RY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2

Date

Section McFee Cr. Bridge

County

Kind Of Work

Length

Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Structure | | | | | |
| | Structure Excavation | | CuYd | 35 | 15 | 525 |
| | Furnish Pile Driving Equipment | | All | All | | 8000 |
| | Alternate "A" | | | | | |
| | Furnish Prestressed Concrete Piling | | LinFt | 600 | 15 | 9000 |
| | Drive Prestressed Concrete Piling | | LinFt | 600 | 2 | 1200 |
| | Alternate "B" | | | | | |
| | Furnish Cast-in-Place Piling | | LinFt | 600 | 15 | 9000 |
| | Drive Steel Pile Shells | | LinFt | 600 | 2 | 1200 |
| | | | | | | |
| | Structural Concrete, Class 3300 (22 cy @ $300) | | All | All | | 6600 |
| | 4' x 60'/65' Prestressed Slabs | | Each | 7 | 4600 | 32,200 |
| | Reinforcement (3500 lbs @ $0^{50}$) | | All | All | | 1750 |
| | Reinforced Concrete Bridge End Panels | | SqYd | 144 | 55 | 7920 |
| | Metal Rail with Tubing | | LinFt | 138 | 50 | 6900 |

9346 7-23-81 RC

Section McFEE CR (MID[illegible]AY RD) BRIDGE Programming Estimate $ [illegible]

Highway CO. RD. Project Length

County WASHINGTON Completion Time ~~140~~ 250 Cal. days

Kind of Work GRADE, PAVE, STRUCTURE Est. Comp. Date

Prefix 234-1907 Letting Date 7/23/81 Project No. BROS-3400(6)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Alt. "A" & Alt "B"

|  |  |  |
|---|---|---|
| Estimated Contract Amount . . . . |  | $ 114,915 – |
| Anticipated Additional Items: |  |  |
| Royalty Payment. . . . . . . . . . . . . . . . . . . |  |  |
| Permit Fees . . . . . . . . . . . . . . . . . . . . . |  |  |
| Slide Correction . . . . . . . . . . . . . . . . . . |  |  |
| Railroad Protective Costs . . . . . . . . . . . . |  |  |
| Other Railroad Costs . . . . . . . . . . . . . . . |  |  |
| Permanent Signing . . . . . . . . . . . . . . . . . |  |  |
| Permanent Pavement Striping. . . . . . . . . . . |  |  |
| Temporary Pavement Striping. . . . . . . . . . . |  |  |
| Remove Pavement Striping (Exist. & Temp.) . . . |  |  |
| Temporary Erosion Control . . . . . . . . . . . . | 100 |  |
| State Furnished ______ . . . . . . |  | $ 600 |
| Roadside Seeding & Mulching . . . . . . . . . . | 500 |  |
| Asphalt Cement Adjustment . . . . . . . . . . . |  |  |
| On the Job Trainees . . . . . . . . . . . . . . . |  |  |
| State Responsibility for Damages . . . . . . . . |  |  |
| Signal Controller Testing (Engineering) . . . . . |  |  |
| "OPTICOM" Testing (Engineering) . . . . . . . |  |  |
| Bikeway Signs . . . . . . . . . . . . . . . . . . . |  |  |
| Adjust Utilities: |  |  |
| ______ . . . . . . . . |  |  |
| ______ . . . . . . . . |  |  |
| ______ . . . . . . . . |  |  |
| ______ . . . . . . . . |  |  |
| ______ . . . . . . . . |  |  |
| Subtotal |  | $ 115,515 $^{00}$ |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . . |  | 5,198 $^{18}$ |
| Engineering (~~8~~, 9, ~~10~~%) . . . . . . . . . . . . . . . . . . . . |  | 10,396 $^{35}$ |
| ~~Subtotal~~ |  | $ |
| ~~Credit for~~ ______ . . . . . . . . |  |  |
| Estimated Net Authorization, Construction . . Alt. "A" & Alt "B" . . . . . . . . . |  | $ 131,109 $^{53}$ |

APPROVED

Duane O. Christensen
Road Design Engineer
Acting

Acting
APPROVED
FINAL DESIGN ENGR.

CC: Jon Rose
8-13-81

Rev. 3/81

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section McFee Cr. (Midway Rd) Bridge

County Washington

Kind Of Work

Length

Name DAT

6-5-81 8

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (~~10~~ 9 %) | 9,500 |
| | Clearing and Grubbing | | All | All | — | 1200 ~~1500~~ 00 |
| | General Excavation | | CuYd | 500 | 10 - | 5000 |
| | Toe Trench Excavation | | CuYd | 20 | 10 - | 200 |
| | Coarse Aggregate Base | | Ton | 1000 | 8 - | 8000 |
| | 3/4"-0 Aggregate Base | | Ton | 120 | 9 50 ~~9 -~~ | 1080 |
| | Class "B" Asphalt Concrete | | Ton | 240 | 35 ~~36~~ - | 8400 |
| | 12-inch Culvert Pipe | | LinFt | 40 | 16 - | 640 |
| | 8-inch Drain Pipe | | LinFt | 100 | 13 - | 1300 |
| | Guard Rail, Type 2A | | LinFt | 100 | 13 ~~15~~ - | 1300 |
| | Guard Rail, Type 3 | | LinFt | 100 | 26 ~~30~~ - | 2600 |
| | Guard Rail Anchors, Type 1 | | Each | 4 | 300 - | 1200 |
| | Rail End Pieces, Type C | | Each | 4 | 100 - | 400 |
| | Loose Riprap, Class 50 | | CuYd | 70 | 15 ~~25~~ - | 1050 |
| | STRUCTURE | | | | | |
| | Structure Excavation | | CuYd | 35 | | |
| | Furnish Pile Driving Equipment | | All | All | | |
| | Furnish Prestressed Concrete Piling | | LinFt | 600 | | |
| | Drive Prestressed Concrete Piles | | LinFt | 600 | | |
| | Structural Concrete, Class 3300 | | All | All | | |
| | 4' × 60'/65' Prestressed Slabs | | Each | 7 | | |
| | Reinforcement | | All | All | | |
| | Reinforced Concrete Bridge End Panels | | SqYd | 144 | | |
| | Metal Rail with Tubing | | LinFt | 138 | | |

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section McFee Cr. Bridge

County

Kind Of Work

Length

Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Structure | | | | | |
| | Structure Excavation | | Cu Yd | 35 | 15 | 525 |
| | Furnish Pile Driving Equipment | | All | All | | 8000 |
| | Alternate "A" | | | | | |
| | Furnish Prestressed Concrete Piling | | Lin Ft | 600 | 15 | 9000 |
| | Drive Prestressed Concrete Piling | | Lin Ft | 600 | 2 | 1200 |
| | Alternate "B" | | | | | |
| | Furnish Cast-in-Place Piling | | Lin Ft | 600 | 15 | 9000 |
| | Drive Steel Pile Shells | | Lin Ft | 600 | 2 | 1200 |
| | | | | | | |
| | Structural Concrete, Class 3300 (22 cy @ $300) | | All | All | | 660. |
| | 4' × 65'/65' Prestressed Slabs | | Each | 7 | 4450<br>~~4600~~ | 31,15 |
| | Reinforcement (3500 lbs @ $0^{50}$) | | All | All | | 1750 |
| | Reinforced Concrete Bridge End Panels | | Sq Yd | 144 | 55 | 7920 |
| | Metal Rail with Tubing | | Lin Ft | 138 | 50 | 6900 |

7346

Washington Co.

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/16/81

Donald L Rount

John

Aug 27
~~July 23~~, 1981 Bid Letting ____ All Clear Deadline

SECTION McFee Cr. (Midway Road) Bridge
Highway Midway County Road, 12988
County Washington Region I
Type of Work Structure Funds HBR (OS)
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

Flood Plain
DSL
statewide Noise

BROS-3400(6)

2 EXC

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | ☒ | | | | | |
| Write-off Letter | ☒ | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | | ☒ | | | ☒ | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | | ☒ | | | ☒ | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| Flood Plain Permit | | ☒ | | | ☒ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | | ☒ | | | ☒ | Statewide |

9346 7-7-81 C

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2034

Attention: Right-of-way Section

Subject: Federal Aid Project No. ____________ Prefix 234-1907

Project Name McFee Creek (Midway Rd.) Bridge
Midway County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

or

☐ b. There has been displacement of persons from their residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 7 day of July, 1981

County of Washington

Lyell Gardner
County Judge/Chair

Approved:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 7-24-81

____________________
Commissioner

____________________
Commissioner

Instructions: Complete A or B and C.

lp

9346

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

PLANNING DEPARTMENT
(503) 648-8761

**BOARD OF COMMISSIONERS**
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

June 19, 1981

RECEIVED
1981
Public Works
Washington County

Mr. Tony Righellis
Department of Public Works
150 North First Avenue
Hillsboro, OR 97123

RE: 81-305-FP, McFee Creek Bridge

Dear Tony:

Your application for alteration of the flood plain of McFee Creek indicated as CR474 of tax map 2S 2 Section 8 has been reviewed and found to be consistent with the criteria of Chapter 130 of the Washington County Zoning Ordinance.

The application was approved subject to the following conditions:

1. The applicant shall execute, notarize, and record a Notice of Flood Plain District Alteration Permit with the Washington County Department of Records and Elections, Deed Records, within 30 days of the action of the Planning Director. A copy of the recorded notice shall be provided to the Planning Department for its record when the building permit is to be issued.

If you have any questions please call Mary Lou Phinney, Community Design Planner, at 648-8761.

Sincerely,

Richard A. Daniels
Planning Director

RD:mb

Enclosure

REFERRED TO
Beard Stoudenmeyer
1 Cole WEC Mann
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg Doc
Anderson
2 Jw
3 JDS
4 ↑

RECEIVED
JUN 2[illegible] 1981
ROAD DESIGN SECTION
Action

WASHINGTON COUNTY PLANNING DEPARTMENT
STAFF REPORT
JUNE 19, 1981

ITEM NUMBER: 81-305-FP

APPLICANT: Washington County Department of Public Works
150 North First Avenue
Hillsboro, OR 97123

OWNER: Washington County Department of Public Works
150 North First Avenue
Hillsboro, OR 97123

LOCATION: 2S2 Section 8 CR 474

REQUEST: The applicant is requesting approval of Flood Plain Alteration to McFee Creek in order to replace an existing bridge with a new clear span structure.

FINDINGS:

1. The proposed bridge will replace an existing structure.

2. The proposed bridge is a clear-span bridge with no fill in the lower portions of the flood plain. The only inundation to the flood plain will be the construction of support on the high sides of each embankment.

3. The flow of the flood plain will not be interfered with. The flood plain elevations will maintain its existing character.

4. The applicant's casefile statements indicate that the proposed project:

   A. Will not conflict or seriously interfere with the primary purpose of the flood plain district policies.

   B. Will not create an intermediate or long-range hazard to the public health, safety or general welfare. Will not materially alter the stability of environmental balance, or the overall land use capability of the intermediate area or the drainage shed area.

5. Conceptual approval has been granted pursuant to the provision of Chapter 120, Design Review.

6. The applica tion has been prepared by the Department of Public Works.

7. The request satisfies LCDC goals 6,7, 11 and 12.

8. The request satisfied the criteria of Chapter 130, Flood Plain District.

STAFF RECOMMENDATION:

Based upon the above findings, the staff recommends approval of the application subject to the following condition:

1. The applicant shall execute, notarize, and record a Notice of Flood Plain District Alteration Permit with the Washington County Department of Records and Elections, Deed Records, within 30 days of the action of the Planning Director. A copy of the recorded notice shall be provided to the Planning Department for its record prior to the issuance of a building permit.

PLANNING DIRECTOR'S ACTION:

Approval__________ Approval with conditions RD Denial__________

Signature__________ Date 6/19/81

APPEAL PROCESS:

The action of the Planning Department may be reviewed by the Planning Commission pursuant to Section 122.3 of the Zoning Article. An appeal request may be received by the Planning Director within ten (10) days of the initial action, and must be accompanied by the following:

1. A reference to the application sought to be reviewed;
2. A statement of the interest of the petitioner to determine his party status;
3. A specific grounds relied upon in the petition request for review;
4. The date of the decision of the initial action;
5. Fee of $25.00.

mb

9346

L

AGR

**INTEROFFICE MEMO**

**STATE OF OREGON**
Highway Division
DEPT.

TELEPHONE

**TO:** Ken Rolfe
Region 1 R/W Supervisor

**DATE:** May 21, 1981

**FROM:** Adele L. Egan
Right of Way Office Unit Supv.

**SUBJECT:** AGR 184
Midway Road Br. Replacement
(Over McFee Creek)
Washington County

**MISC. CONTRACTS and AGREEMENTS No.** 7227

Attached are two copies of the subject agreement.

The prefix number for this project is 134-8233.

AE
mp
Attach.

cc: Local Gov't Programs, w/c
Finance, w/c
Appraisal, w/c
Commission Services, w/orig.

[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HIGHWAY DIVISION**
Right of Way Unit
9002 S.E. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

RECEIVED
MAY 13 1981
Public Works
Washington County

May 11, 1981

Mr. Tom Spear
R/W Coordinator - Washington County
Administration Bldg.-150 N. 1st Ave.
Hillsboro, Oregon 97123

RE: Midway Road Bridge
(over McFee Creek)
Replacement
Washington County

As per your letter of May 5, 1981, you have requested the State Department of Transportation to appraise additional right of way being acquired for the Midway Road Bridge Replacement.

The appraisals will be made in full accordance of the Uniform Relocation and Real Property Policies Act of 1970 (Public Law 91-646).

The County agrees to pay all the salaries and payroll reserves of State employees, the rental of equipment, per diem, and a 47% surcharge to cover the above administrative costs.

The State will not discriminate on the grounds of race, color, natural origin or sex, and comply with code of Federal Regulations, Appendix C, Title 49, Part 21 and 25.

If this agreeable with the County, please acknowledge below and return to me and we will try it again.

Very truly yours,

Kenneth Rolfe

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

Acknowledgment

5-13-81
Date

APPROVED
Date 5/20/81
J B Boyd
Manager
Right of Way Section
Dept. of Transportation

9346

C

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

5-8-81

MA PDM PDE FFM SPC
ODOT - METRO

MAY 0 8 1981

BM PAR PPC FILE T/A

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

May 6, 1981

Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Re: McFee Creek (Midway Rd.) Bridge

Dear Jon:

Enclosed are the approved, as noted, copies of the subject bridge plans. Please note the comment about using concrete pipe for driveway approaches. Metal pipe gives us maintenance problems when cleaning the ditches as they damage easily.

Sincerely,

Michael Borresen

Michael A. Borresen
Operations Manager

MAB:ksl

From Metro JON ROSE Date 5/8/81

To BUZ SWAN

[✓ Program Mgmt.] Traffic Region 1

Comments: The attached plans have been approved as noted by Washington County. Please note and forward the County's comments.

Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]

REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9346

STATE OF OREGON

INTEROFFICE MEMO

DATE: April 14, 1981 DES 23
12988A

TO: R. N. Bothman, Administrator
Metropolitan Branch

ORIGINAL SIGNED

FROM: John M. Tindall J. M. TINDALL
Supervising Structural Design Engineer

SUBJECT: McFee Creek Bridge - HBR(OS)
McFee Creek (Midway Road) Bridge Section
Midway Road
Washington County
BR 12988A

Attached are two reduced prints of Drawing Nos. 35828, 35829 and 35830 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

| | |
|---|---|
| Roadwork | $ 50,000 |
| Structures | 93,000 |
| Engineering and Contingencies | 27,000 |
| TOTAL | $170,000 |

It is planned to call for bids on this section on June 25, 1981.

Please make a field review and return one set by May 8, 1981, with your comments and/or corrections noted thereon.

JMT:jrb

Attachments

cc: Mike Borresen, Washington County /w/2 sets attach.
H. A. Schell /w/ 2 sets attach.
Specs Unit /w/ 1 set attach. plus estimate sheet and designer's notes
Construction /w/ 1 set attach.
Utility Unit /w/ 1 set attach.
County-City Unit
Engineering /w/ 1 set attach.
Arvey Nelson, Resident Engineer, /w/ 1 set attach.

Contains Recycled Materials
81-125-1387

SP*75683-1

9346

2-12-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BROS-3400(6)

STATE PROJECT NO.: See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00039

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 2-A-81

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Moehring
FOR
Info | Act | File

DATE PS&E APPROVED: 1/18/80

DATE AUTHORIZATION EFFECTIVE: 2/12/81

FEDERAL ROUTE NUMBER: Non Federal aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

McFee Creek (Midway Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* Program change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/11/81 I approve the revised Construction Costs to a TEC of $139,000 Federal Funds $111,200.

(Increase TEC $7,000 Federal Funds $5,600)

DATE: 2/12/81

SIGNATURE OF APPROVING OFFICIAL: G.K. Hausner

TITLE: for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-858

9346

C

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: R. N. Bothman, Administrator
Metropolitan Branch
ATTN: Jon Rose

DATE: February 11, 1981

DES 23
12988A

FROM: J. M. Tindall, Supervising Structural Design Engineer original /s/

HBR(OS)

SUBJECT: McFee Creek Bridge
McFee Creek (Midway Road) Bridge Section
Midway Road
Washington County
Bridge 12988A

Attached are four reduced prints of Drawings 35769 and 35427 which are the preliminary plan and elevation and vicinity map for the subject structure. Also attached is a copy of the Foundation Report with the Hydraulic Report in the appendix. This should be forwarded to Washington County.

Note that concrete bridge approach panels have been included in this project.

Please have this bridge staked in the field.

Our present estimate of costs for the proposed contract is:

| | |
|---|---|
| Grading and Paving | $ 50,000 |
| Structure | 87,000 |
| Engineering and Contingencies | 27,000 |
| TOTAL | $164,000 |

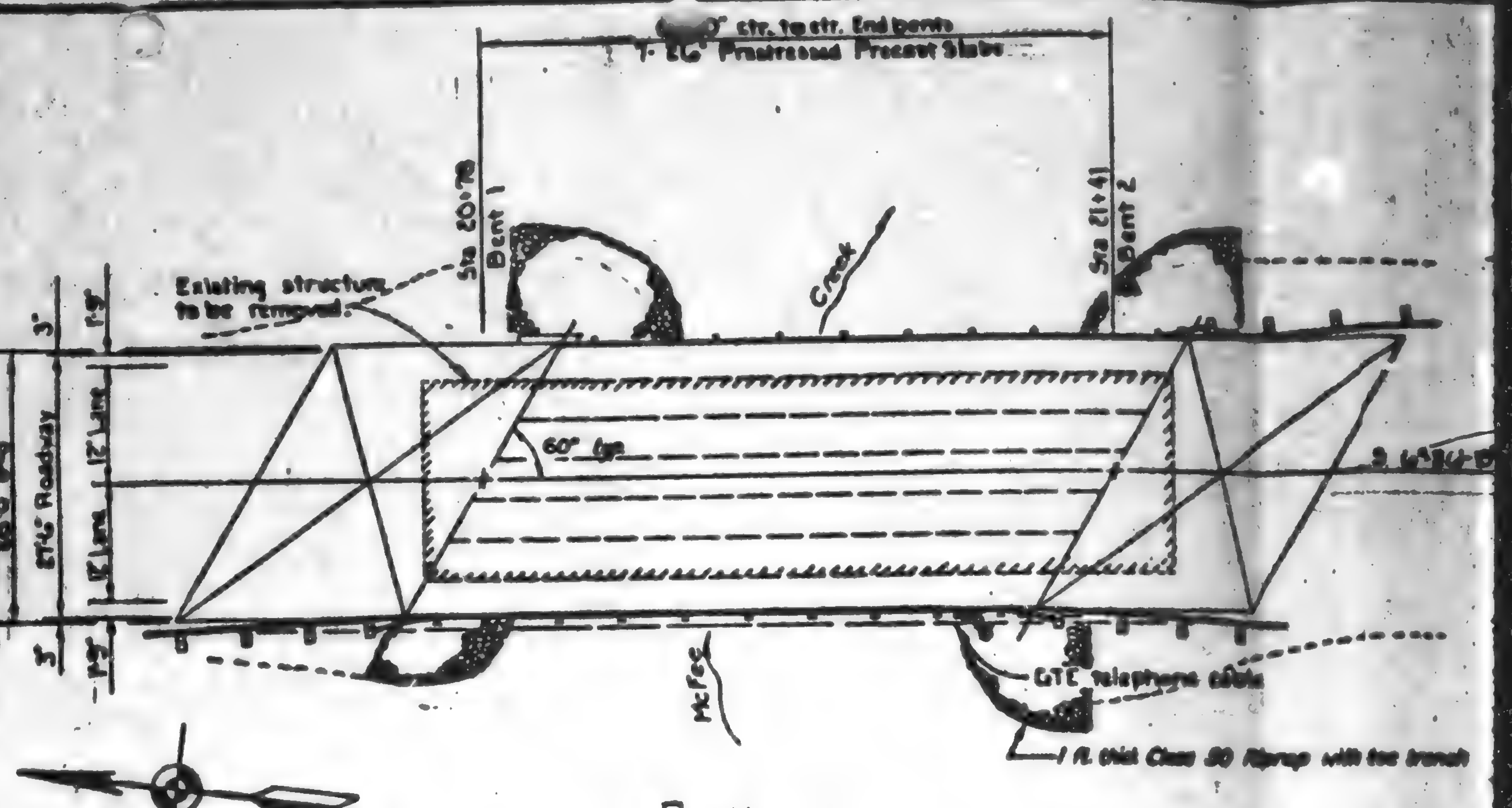
Please use these prints to obtain the approval of Washington County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on June 25, 1981.

JTM:jrb
Attachments

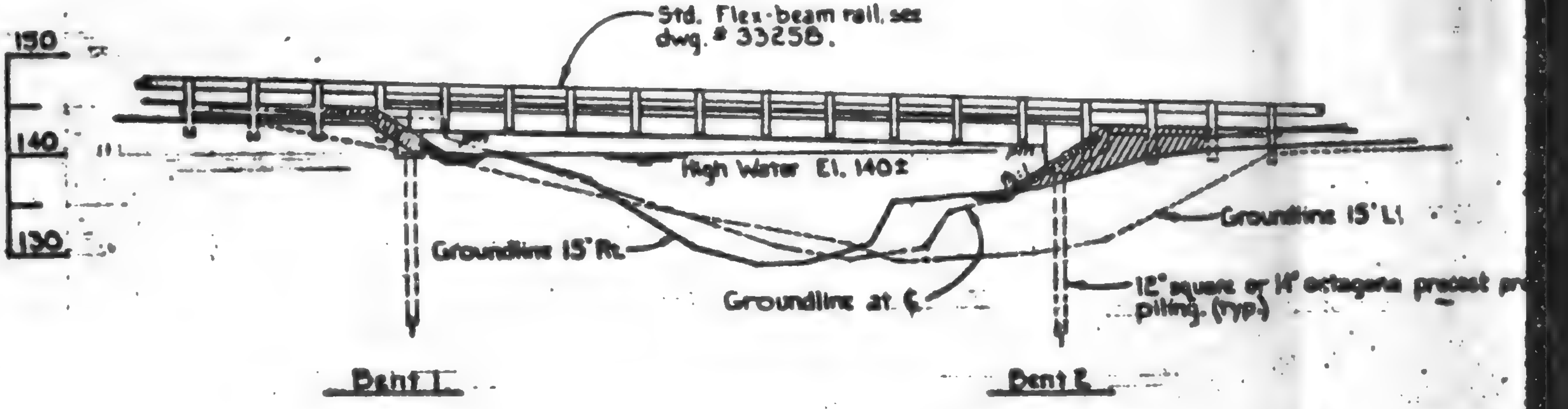
cc: H. A. Schell /w/ 1 set attach. and Foundation Report
Engineering /w/ 1 set attach.
Don Harwell, City-County Engineer, 1 set attach.
M. Banks, Environment /w/ 1 set attach.

Contains Recycled Materials
81-125-1387


ctr. to ctr. End bents
1-26" Prestressed Precast Slabs
Sta 20+78 Bent 1
Sta 21+41 Bent 2
Existing structure to be removed.
Creek
McFee
60° typ.
3'
1'-9"
36'-0" o-o
27'-6" Roadway
12' Lane
12' Lane
GTE telephone cable
1 ft. thick Class 30 Riprap with toe trench

PLAN

Scale: 1"=10'-0"

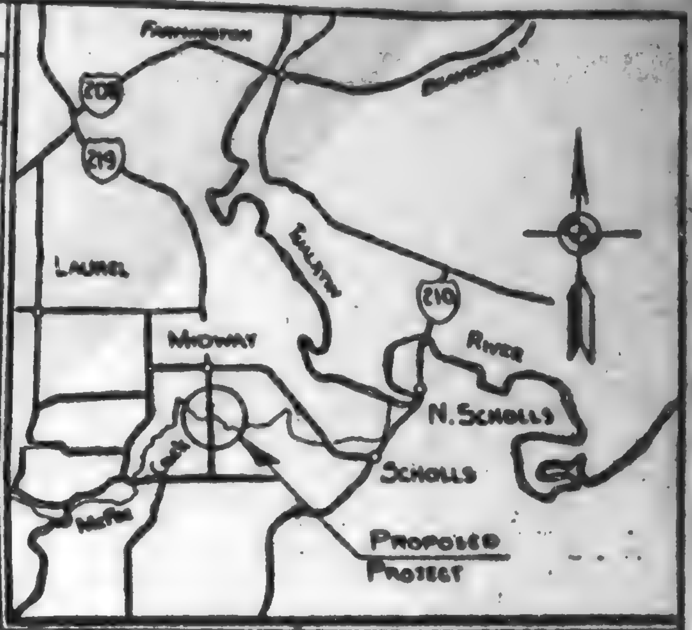

150
140
130
Std. Flex-beam rail, see dwg. # 33258.
High Water El. 140±
Groundline 15' Lt.
Groundline 15' Rt.
Groundline at ℄
12" square or 14" octagonal precast pr piling. (typ.)
Bent 1
Bent 2

ELEVATION

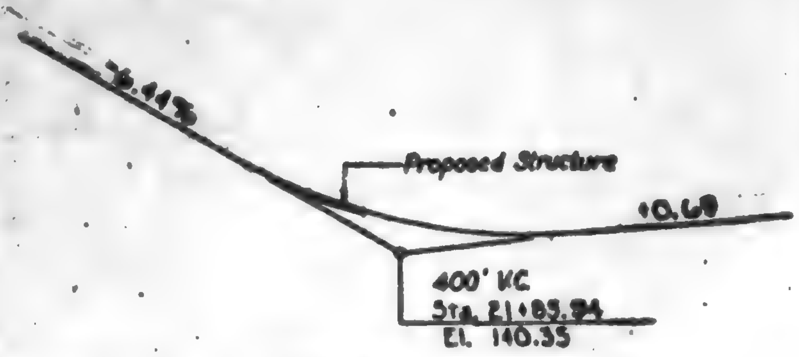
Scale: 1"=10'-0"

## HYDRAULIC DATA

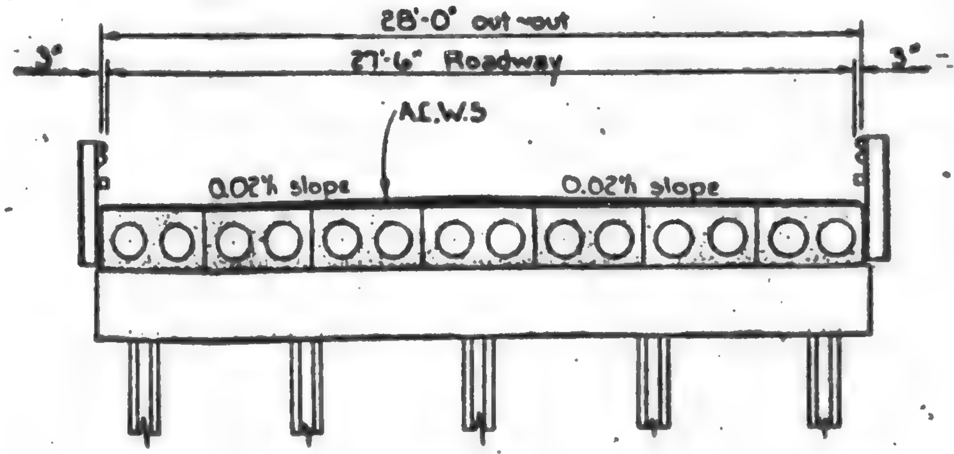
| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|
| DISCHARGE - cfs | 1320 | 1500 | 1320 |
| FREQUENCY - yrs. | 60 | 100 | 60 |
| H.W. ELEVATION NATURAL CHANNEL - ft | 139.9 | 140.4 | - |


FARMINGTON
205
219
BEAVERTON
LAUREL
TUALATIN
210
RIVER
MIDWAY
N. SCHOLLS
SCHOLLS
McFEE
CREEK
PROPOSED PROJECT

VICINITY MAP


-5.44%
Proposed Structure
+0.69
400' VC
Sta. 21+85.94
El. 140.35

GRADELINE

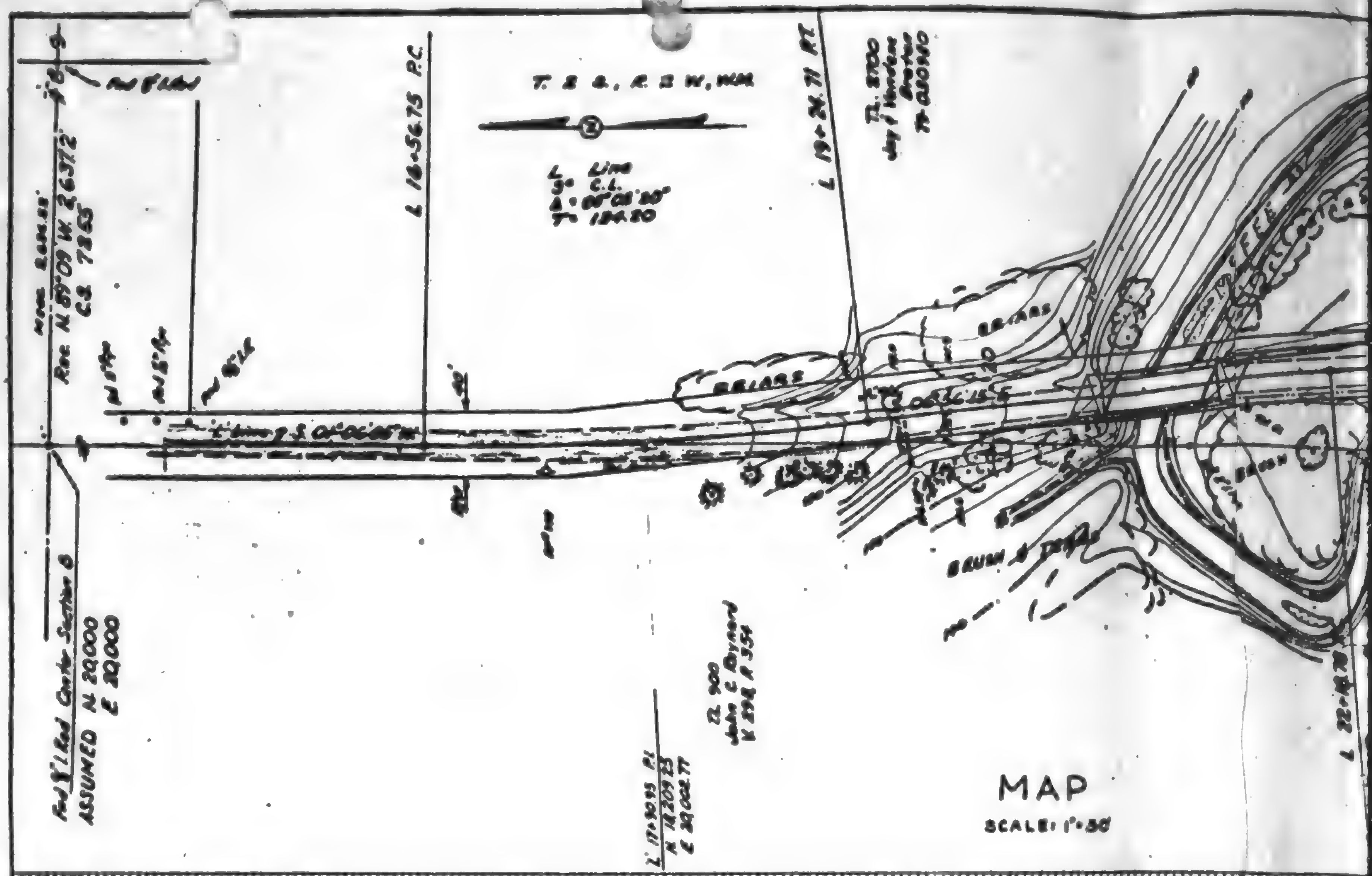

28'-0" out-out
27'-6" Roadway
3"
3"
A.C.W.S.
0.02% slope
0.02% slope

TYPICAL BENT SECTION

Scale: ¼" = 1'-0"

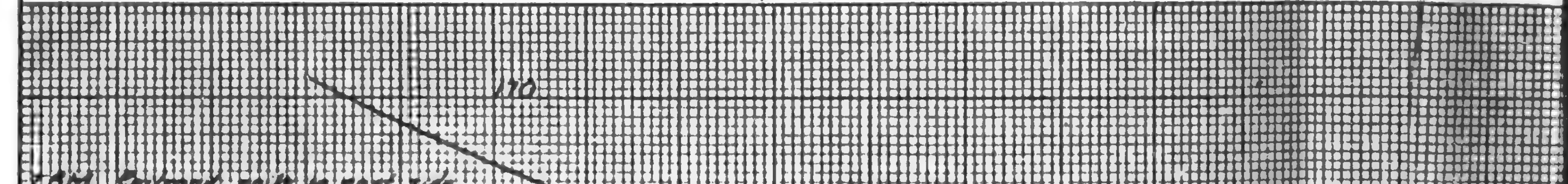
precast prestressed concrete

| | |
|---|---|
| APPROVED: P.E. | OREGON DEPARTMENT OF TRANSPORTATION<br>STRUCTURAL DESIGN SECTION |
| STRUCTURAL DESIGN ENGINEER P.E. | McFEE CREEK BRIDGE<br>McFEE CREEK BRIDGE (MIDWAY RD.) SEC.<br>MIDWAY ROAD<br>WASHINGTON COUNTY |
| TECHNICAL SERVICES ENGINEER | PRELIMINARY PLAN AND ELEVATION |
| DESIGNED J. Valentine<br>DRAWN J. Silbernagel<br>CHECKED<br>REVIEWED<br>REVIEWED<br>CALC. BOOK | ACCOMPANIED BY DWGS. |
| DATE / REVISION | DATE January 1981<br>BRIDGE NO. 12988A |
| | SHEET ___ OF ___<br>DRAWING NO. 35789 |


T. 2 S., R. 3 W., W.M.
L Line
S= C.L.
Δ = 05°05'30"
T= 134.30
L 16+56.75 P.C.
L 19+26.71 P.T.
Tl. 2700
Jay F. Vanderpool
Grantee
Tx Lot 2010
Fnd 5/8" I. Rod
Rec. N. 89°09' W. 263.72
C.S. 7353
Fnd 5/8" I. Rod Center Section 8
ASSUMED N 20,000
E 20,000
L 17+30.95 P.I.
N 20,209.23
E 20,002.77
Tl. 900
John C. Reynard
V. 294, P. 354
BRIARS
BRUSH & TREES
L 22+

MAP

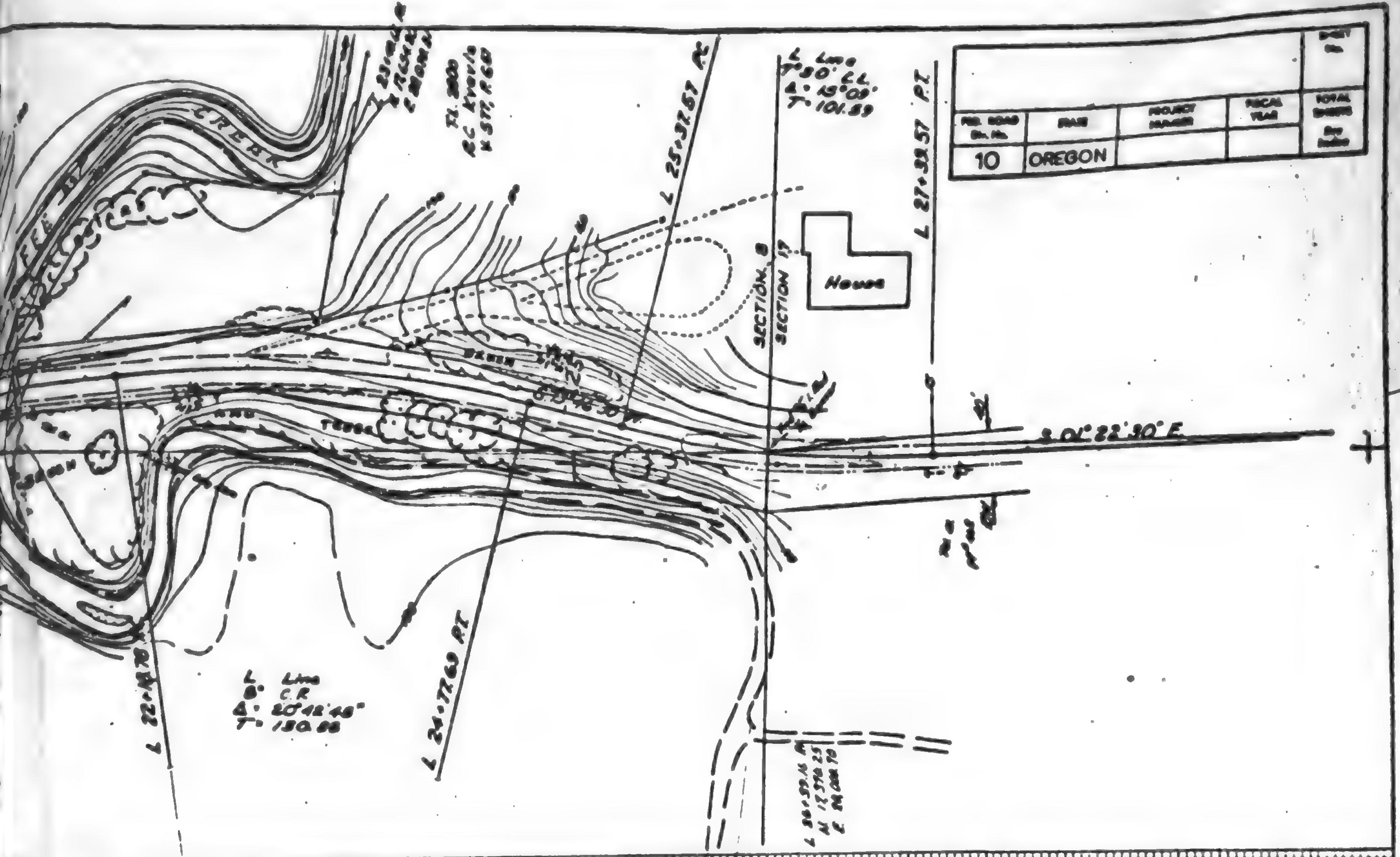
SCALE: 1"=50'

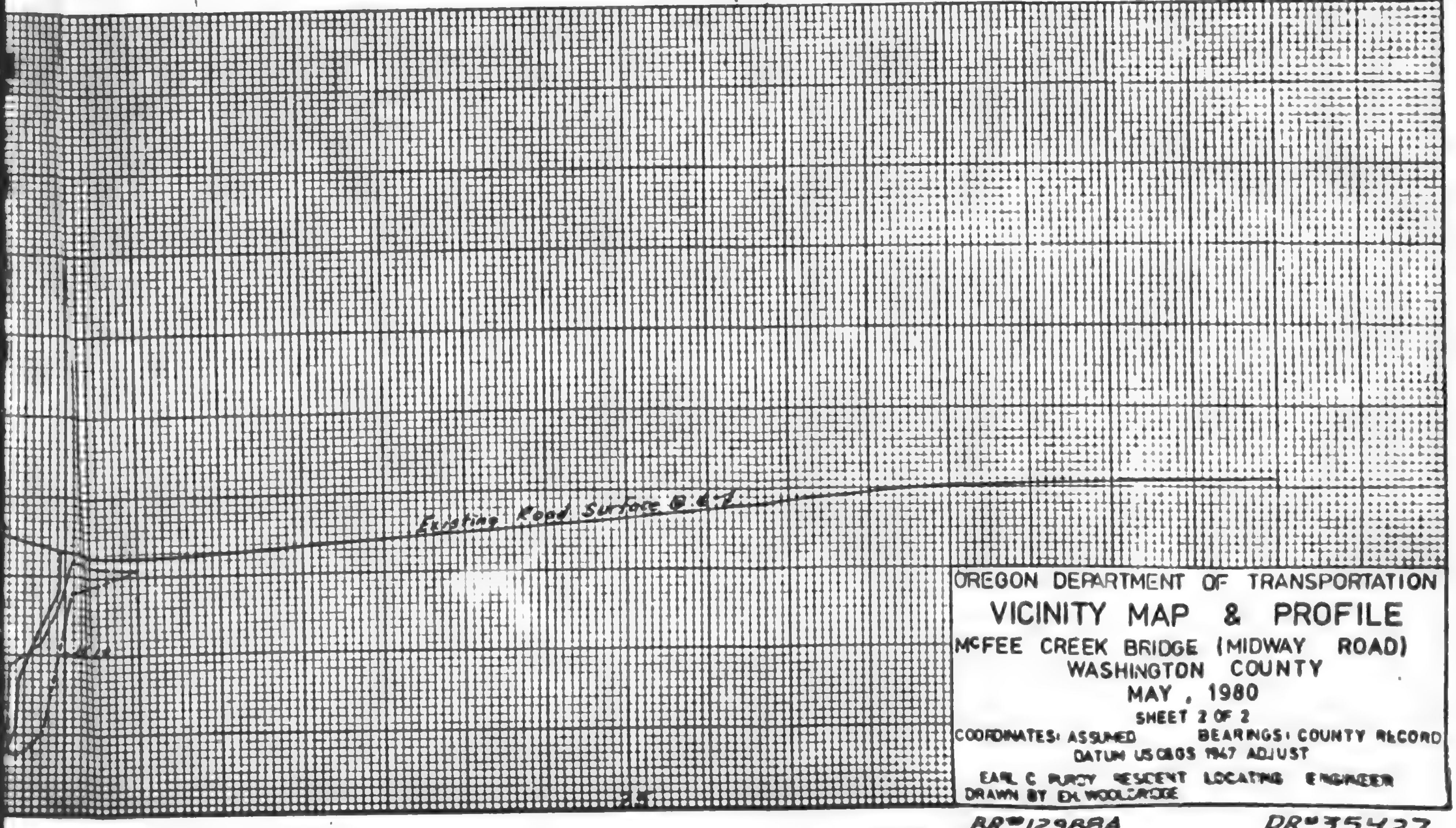


PROFILE

SCALE: 1" = 5' VERT.
50' HOR.

| FED. ROAD DIV. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET NO. / TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OREGON | | | |


CREEK
Tl. 2200 R.C. Knolls
L 25+37.57 P.C.
L Line
T: 30' L.L.
Δ: 15°09'
T: 101.59
L 27+38.57 P.T.
House
SECTION 8
SECTION 17
Brush
Trees
S 01°22'30" E
L Line
B: C.R.
Δ: 20°12'46"
T: 130.66
L 22+
L 24+77.63 P.T.


Existing Road Surface @ C.L.

OREGON DEPARTMENT OF TRANSPORTATION

# VICINITY MAP & PROFILE

McFEE CREEK BRIDGE (MIDWAY ROAD)
WASHINGTON COUNTY
MAY, 1980
SHEET 2 OF 2
COORDINATES: ASSUMED BEARINGS: COUNTY RECORD
DATUM USC&GS 1947 ADJUST
EARL C PURDY RESIDENT LOCATING ENGINEER
DRAWN BY E.H. WOOLDRIDGE

BR# 12988A DR# 35427

9346

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Additional Const. Obligation
Item No. 00039
Project No. BROS-3400(6)
McFee Cr. (Midway Rd.) Br. Sec.
Washington County

I request additional Bridge Replacement (Appn Code 117) funds for the subject project as the latest cost estimate exceeds the funds obligated for advancement of construction in your Letter of Authorization (PR-1240) of January 18, 1980. Approval of this request will involve additional estimated total cost of $7,000 and obligation of $5,600 in Federal funds.

A tabulation of the amounts involved are as follows:

| CONST. REQUEST | TEC | FF | Co. f |
|---|---|---|---|
| Present | $139,000.00 | $111,200.00 | $ 27,800.00 |
| Previous | 132,000.00 | 105,600.00 | 26,400.00 |
|  | $ 7,000.00 | $ 5,600.00 | $ 1,400.00 |

JLG:bkc
cc: H. Reynoldson
Lou Olson
General Files

Form 734-3122

9346 Wash

January 16, 1981

Mr. Thomas Spear
Department of Public Works
Washington County
150 N. First Street
Hillsboro, OR 97123

Re: Mc Fee Creek (Midway Road)
Bridge Section
Midway Road
Washington County

Dear Mr. Spear:

As per our telephone conversation of January 15, 1981, I am transmitting herewith one copy of Plan Sheet 3 showing the slope catches in red. As soon as you have determined your new right-of-way lines, please send me a sketch or copy of your right-of-way map so that I can locate same on the plans.

Sincerely,

Carl B. Barner
Intermediate Designer

CBB:ge

Attachment

Versteeg
Anderson
I [illegible]
Olson
Sullivan

RECEIVED
JAN 16 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

93H6a

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-28-80

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-3400(6)

STATE PROJECT NO.: See below

PROGRAM NO.:

COUNTY NAME: Washington

ITEM NO.: 00039

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA, Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENG
JUL 30 '80
REFER TO
Moehring
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7-30
orig

DATE PS&E APPROVED: 1-18-80

DATE AUTHORIZATION EFFECTIVE: 7-28-80

FEDERAL ROUTE NUMBER: Non-Federal aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

McFee Creek (Midway Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-11-80, I approve the revised Preliminary Engineering Costs to a TEC of $26,300 - Federal funds $21,040. (Increase TEC $5,550 - Federal funds $4,400)

DATE: 7-28-80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-819

9346

STATE OF OREG
LOCATION SECTION

INTEROFFICE MEMO

C

LOC 8

TO: MEMO TO THE FILE

DATE: July 11, 1980

Gene M Finley

FROM: Gene M. Finley
Hydraulics Specialist

SUBJECT: McFee Creek Bridge HBR(05)
Midway Road
Washington County

The proposed project will replace an existing 75-foot long, five-span, timber structure on the same alignment.

HYDROLOGY

McFee Creek is a west-east tributary of the Tualatin River and drains approximately 14 square miles above the proposed bridge site. Since no stream gage records are available for McFee Creek, the U.S. Geological Survey regression method was used to determine the recurrence interval vs. peak discharge listed below:

| Recurrence Interval | Peak Discharge |
|---|---|
| 100-year | 1,500 cfs |
| 50-year | 1,290 cfs |
| 25-year | 1,080 cfs |
| 10-year | 840 cfs |
| 5-year | 660 cfs |

The highest known high water of 140+ feet (MSL) was established by field personnel from information supplied by R. C. Kravle, a nearby resident. It is estimated that this high water represented the 60-year flood with a peak discharge of 1,320 cfs.

DESIGN

The 60-year flood with a peak discharge of 1,320 cfs was chosen as the design flood.

For design purposes, two types of structures were investigated: A 33-foot single-span bridge with vertical abutments and a 57-foot three-span bridge with 1 1/2:1 end slopes.

It was determined that the 33-foot single-span structure would have a normal waterway opening of 300 square feet below the design high water of 139.9 feet (MSL). Along the upstream embankments, the high water elevation would be 140.0 feet which includes 0.1-foot of backwater. Average velocity through the structure would be 4.4 fps.

It was determined that the 57-foot, three-span structure with a suggested 20-foot center span would have a normal waterway opening of 330 square feet (including the projected area of two assumed 1.5-foot wide wall type piers) below the design high water of 139.9 feet (MSL.). Along the upstream embankments, the high water elevation would be 140.0 feet, with includes 0.1-foot of backwater. Average velocity through the structure would be 4.0 fps.

The following tabulation compares the backwater elevations along the upstream embankments of the existing structure to the proposed structures for the 60- and 100-year floods:

| | Backwater Elevations 60-yr. Flood | Backwater Elevations 100-yr. Flood |
|---|---|---|
| Existing Structure | 140.0 feet | 140.5 feet |
| 33-foot, Single-Span with Vertical Abutments | 140.0 feet | 140.5 feet |
| 57-foot, Three-Span with 1 1/2:1 End Slopes | 140.0 feet | 140.6 feet |

RIPRAP

For the 33-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

For the 57-foot replacement structure, it is suggested that the abutment slopes be protected with a one-foot blanket of Class 50 loose riprap placed with a toe trench. A filter blanket will not be required.

GMF:ja

cc Frank Terpin w/att.
Walt Hart "
J. Davis "
Don Harwell "
D. Christensen "
H. Schell, FHWA "
Ed Hardt "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JUL 14 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Don H.

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR (           ) |
|---|---|---|---|
| Discharge - cfs | 1320 | 1500 | 1320 |
| Discharge - $m^3/s$ | | | |
| Frequency - yrs. | 60 | 100 | 60 |
| H.W. Elevation Natural Channel ft. | 139.9 | 140.4 | |
| H.W. Elevation Natural Channel m. | | | |
| H.W. Elevation Channel Change ft. | | | |
| H.W. Elevation Channel Change m. | | | |
| Average Velocity - fps | 4.4 | 4.7 | |
| Average Velocity - mps | | | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

## OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

McFEE CREEK BRIDGE
MIDWAY ROAD
WASHINGTON COUNTY

COMPILED BY: GENE M. FINLEY

DATE: JULY 10,1980

9346

*Department of Transportation*
METROPOLITAN BRANCH
[illegible] RM 210, PORTLAND, OREGON 97221

[illegible]
May [illegible], [illegible]

Mike Borresen, P.E.
Project Development Engineer
Department of Public Works
150 N. First Ave.
Hillsboro, OR 97123

Subject: McFee Creek Bridge
Midway Road

Dear Mike:

For your records, information and R/W acquisition I am submitting to you maps and narrative for the subject location.

The Estimate of Cost for the bridge replacement project is as follows:

| | |
|---|---|
| Structure | 102,000 |
| Roadwork | 32,518 |
| Engineering & Contingencies | 24,628 |
| Extra Work | 1,226 |
| TOTAL | $185,000 |

The estimated cost is over the programmed amount of $132,000 by $53,000 or 40%. Following are several possible means of reducing the project cost by pre-contract county work and/or downscoping:

| | |
|---|---|
| 1. Eliminate approach left of station | $ 831 |
| 2. Less guard rail (100 L.F.) | 2,220 |
| 3. County perform items no. 2, 3, 4, 19, 22 and part of item no 6 (extg guard rail) | 11,347 |
| 4. Engineering & Contingencies reduced due to above | 3,600 |
| 5. County perform extra work (striping and debris removal) | 1,226 |
| TOTAL | 19,224 |

The project has been submitted to Metro for review and to expedite the bridge design phase. Please advise your recommendations for solving the funding dilemma.

Sincerely,

Earl C. Purdy

Earl C. Purdy, Resident Locating Engineer

9346 5-80

# MCFEE CREEK BRIDGE
MIDWAY ROAD
WASHINGTON COUNTY
Prefix 234-1907
Earl C. Purdy, Resident Locating Engineer
May, 1980

## NARRATIVE REPORT

### PURPOSE & HISTORY

The purpose of this survey is to prepare plans and specifications for a project to replace the subject bridge.

The existing timber bridge is in an advanced state of deterioration with noticeable rotting of the piling. Load restrictions of 10-25 tons, depending on vehicle, are in effect.

Midway Road is a rural connector serving the farms and residences in the area with a volume of 450 ADT.

The project is located in the south 1/2 of the south 1/2 of Section 8, T2S. R.2W., W.M. Midway Road closely follows the 1/4 section line through the south 1/2 of section 8.

### MAPPING AND CONTROL

The field survey work began April 9, 1980 with the establishing of vertical control from the U.S.C. & G.S. level line no. 209 on State Highway 219, Beaverton-Silverton, about a mile northeast of the project.

Horizontal control was also tied to data on Highway 219. County Survey No. 7259 relates to "State Highway" survey so was used as the basis of bearings.

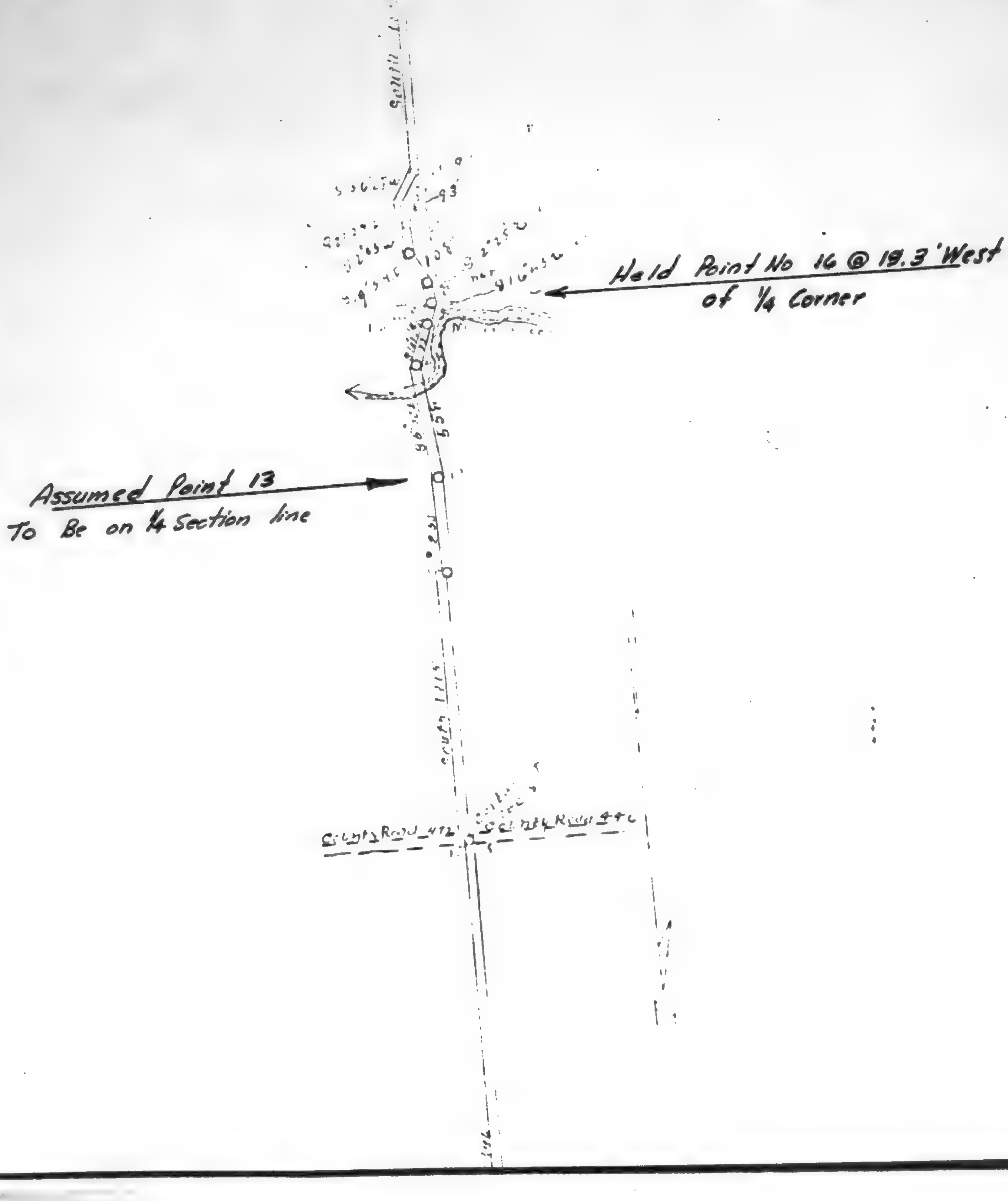
Assumed coordinates were used as the scope of the project does not warrant the expense of tying to the Oregon Grid.

A 'P' line was ran south along Midway Road from its intersection with Highway 219. When reaching the project area 'P' line becomes 'L' line or the center of the traveled way. The P line-L line traverse was not closed, however the closure between cadastral monuments at each end of the survey agree with previous recorded Surveys.

The original survey for Midway Road, County Road No. 474, closely followed the 1/4 Section line south from the center of section 8 to the center of section 17. McFee Creek is located about 500 feet north of the Section line between section 8 and 17.

A 1"=50' map was drawn representing the original road survey. Obvious discrepancies in the original notes made it impossible to close the traverse inthe present project area. Holding to point no. 16, 19.3 feet west of the 1/4 Corner, (See Plat and notes of County Road 474 on following pages) and assuming that point no. 13 is on the 1/4 Section line the road was plotted in the present project area and found to closely follow the existing alignment. The discrepancies noted above result in a distance of 430.93 feet versus 250 feet between point no. 12 and 13.

COUNTY ROAD No 474
IN Secs 5-8 & 17 T2S. R2W
[illegible] line
A. J. Merrill
County Surveyor


Held Point No 16 @ 18.3' West of 1/4 Corner

Assumed Point 13
To Be on 1/4 Section line

Section Line
108
County Road 472
County Road 476

C.R. #474

## FIELD NOTES OF SURVEY,

March 26th 1920.

Began survey by planting an iron bolt 1 x 1[illegible] inches on line between the east and west halves of section [illegible] Will-Mer, 2092 feet north of the 1/4 sec corner between secs 5 & 8, from which.
A pine 14 inches in dia bears S 55 [illegible]5'E 54.3 feet.
The courses [illegible] magnetic variation 21 [illegible] E assumed.

| Courses. | Total Dist. | | Dist Bet Angles. | | Angle | | | Remarks, |
|---|---|---|---|---|---|---|---|---|
| South | 1000 | Feet | 1000 | Feet. | Angle | No | 1 | |
| S 87 30' W | 1100 | " | 100 | | " | " | 2 | |
| S 43 10' | W1200 | " | 100 | " | " | " | 3 | |
| S 60 18' | W1300 | " | 100 | " | " | " | 4 | |
| S 3 20' | W[illegible] | " | 248 | " | " | " | | Enter Section 8 124 feet West of quarter section corner |
| " " " | W2300 | " | 300 | " | " | " | 5 | |
| S 29 40' | W2[illegible] | " | [illegible] | " | " | " | " | |
| S 1[illegible] 30' | W2304 | " | 74 | " | " | " | 7 | Intersect sub division line Section 8, 295.4 feet south of 1/4 section |
| South | [illegible] | " | 2540 | " | " | " | 8 | Center of Section 8 [illegible] |
| East | E 4060 | " | 10 | " | | | | |
| South | 4175 | " | 125 115 | " | " | " | 9 | |
| West | 4185 | " | | | | | | |
| South | 4435 | " | 250 | " | " | " | 10 | |
| South 5 30'E. | [illegible] | " | | | | | | |
| S.10 30'W. | 7185 | " | 155 | " | " | " | 11 | |
| S.16 45'W. | 7[illegible] | " | | | " | " | 12 | To a point 19.5 feet west of 1/4 section corner |
| S.8 35'E | 7540 | " | 217 | " | " | " | 13 | |
| S.19 04" | E7674 | " | 163' | " | " | " | 14 | |
| S.8 31'W. | 7739 | " | 65 | " | " | " | 15 | |
| S.21 20'E. | 7832 | " | 93 | " | " | " | 16 | |
| S 33 27'W | 7926 | " | 94 | " | " | " | 17 | |
| South | 9260 | " | 1334 | " | " | " | 18 | And set an iron pipe at the center of section |

seventeen & being the point in the center of County Road No.250 for terminus of proposed Road No.474.

A A Morrill
County Surveyor

The base design from the Salem Location office requires an aggregate base of 13 inches and a paved wearing surface of 3 inches, with a future final application of 1.5 inches.

The structure proposed would be 80' long by 30' wide, the extra 2 foot width to allow for railing construction. The remaining design features are to be determined by the Bridge Design Section.

Cut and fill slopes are generally 2:1 max. except near the structure where 1 1/2:1 fill slopes are employed to eliminate revising the drain ditch right of station 20+50 to station 20+70. No erosion problems are expected due to the 1 1/2:1 slopes and their effect to traffic isn't a factor as bridge end guard rails are used.

A gravel approach is proposed left of station 19+35 where an existing approach, seldom used, serves a field and barnyard. The county, during R/W negotiations, should determine if this approach is actually needed and/or wanted.

The grade line closely duplicates the existing road surface but is revised slightly to fall within the design speed and minimum stopping sight distance on vertical curves. The road work is limited to about 200 feet on each approach to the proposed structure.

## MATERIALS

Commercial sources are indicated for a project of this scope. About 1,008 tons of Aggregate Base and 224 tons of Class B Asphalt Concrete are needed. Refer to Final Soils and Geology Report following this narrative for a partial list of possible commercial sources.

## UTILITIES

The only utility in the work area is a General Telephone Company (GTE) underground telephone line along the westerly edge of the road. As indicated on the GTE "as constructed" drawing (refer to utilities data following this report) the cable was installed with the intent to replace the section at the creek crossing when necessary. The cable uses the structure to span the creek so the replacement bridge should provide a means for GTE to make the needed installation. The county is responsible for the utility adjustments (Refer to P.E. Agreement in Planning File).

Portland General Electric poles are located 120 feet north and 400 feet south of the work area but overhead lines do not span the work area.

## RIGHT OF WAY

Three parcels of R/W totaling 14,725 square feet are needed as the existing 40-foot is too narrow. About five merchantable fir trees on the Raynard property, right of station 18+50 to 19+75,

NOTE: COUNTY WILL WRITE DESCRIPTIONS AND ACQUIRE R/W

## EXISTING DRAINAGE & HYDROLOGY

The McFee Creek Basin upstream from the Structure drains about 13.7 square miles of rural cultivated farm land with numerous timbered areas scattered throughout.

The headwaters of McFee Creek reach to Bald Peak, elevation 1,629 feet above mean sea level (MSL), about 4.7 miles west of the project. The creek elevation at the bridge is 129 feet above MSL. McFee Creek emties into the Tualatin River at Scholls about 1.6 miles east of the project after following a meandering course.

The published 100 year flood crest on the Tualatin River at the Scholls Ferry Road bridge is 139.2 feet above MSL which indicates a backwater situation on McFee Creek at the Midway Rd. bridge. At elevation 139.2 feet, Tualatin River backwater would reach to a point about 2,000 feet upstream from the Midway Rd. bridge.

The highest known water level at the project was reported by a nearby resident, R.C. Kravle, to be about elevation 140 feet as determined by measurements taken to the reported reference point, which was about 2 feet below the pavement at the bridge.

The stream profile shown on sheet 1 of the Vicinity Map is a profile along the meandering low water stream alignment. Station 20+00 as shown is the Midway Rd. crossing with stationing increasing downstream. The stream cross sections taken refer to the Profile stationing.

A log jam is located about 300 feet upstream from the bridge where the stream leaves its road paralleling course to loop across Midway Road. The jammed debris will be removed as a part of the project.

## DESIGN STANDARDS AND PROPOSALS

The Location Prospectus calls for a design speed of 55 MPH; however, the terrain and use of the road limits the design speed to 40 MPH which is compatible with the standards listed in the AASHO publication "Design Guide For Local Roads And Streets", the standards used.

The following design standards were used which relate to a rural road with a traffic volume of 400-750 ADT:

DESIGN SPEED--------------40 M.P.H. (rolling)
MAX. GRADE----------------8% max.
MAX. DEGREE CURVE---------8°
MIN. SUPERELEVATION-------0.06'/FT.
MIN. RUNOFF---------------125'
PAVED WIDTH---------------22 feet plus shoulders
STOPPING SIGHT DISTANCE----275 feet

The roadway typical section as proposed in project request was chosen. The proposed section calls for a 12-foot travel lane and 2-foot paved shoulder in each direction.

are within one parcel, however, their removal is not necessary. A 30-inch fir tree right of station 22+60 on the Kvavle parcel must be removed.

As per the P.E. Agreement (See Planning File) R/W acquisition is the responsibility of the county unless the state is so requested.

No R/W cost estimate was done.

## SPECIAL PROVISIONS

### (Item No. 2) TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC (TPDT)

Early project planning indicated that Midway Road would be closed during the construction of the bridge.

If as proposed in the project request the county does the BRIDGE REMOVAL work (Item No. 22) then the county also could perform the TPDT measures including all TEMPORARY SIGNS (Item No. 3 and 4) and Item No. 5 ,CLEARING AND GRUBBING.

There are several locations where existing trees are located very close to the toe of fill. If practicable those trees should remain to provide shade for acquatic life with careful filling done around the trunk.

### (Item No. 14) 12-INCH CULVERT PIPE

The sole pipe installation proposed is for a pipe under the approach left of sta. 19+35. During R/W negotiations the county will determine if the approach is actually needed so the item might be eliminated. The unit cost includes the approximate 4 cubic yards of trench excavation for the installation.

### (Item No. 19) TYPE 2 FENCE

The Kvavle property left of sta. 21+50 to 23+50 that is acquired is a fenced pasture. The county has indicated on other similar projects that savings can be realized if their road crews install the fence prior to the contract.

9346

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

March 3, 1980

FILE: 234-1907

Raleigh Carothers

FROM: Raleigh Carothers
Ass't. Res. Loc. Engr.

SUBJECT: Washington County Bridges
Team #2 Meeting
HBR (OS)

TO: Memo to Files

This meeting was called to order by Jack Davis on February 20 at the Region I building in Milwaukie. Five bridge replacement projects were discussed concerning what engineering data the Salem Bridge Design Unit had obtained and what field location work was yet to be done by E.C. Purdy's location office.

The first project discussed was the Gales Creek (Parsons Rd.) #13211 replacement. The question arose as to what alignment would be used since a suevey had been made and a new bridge alignment designed in 1966. The existing traffic counts do not warrant a new bridge alignment but a replacement only.

Team #2 determined it necessary to resolve the bridge alignment problem before this project can proceed. Earl Purdy's location unit will call a meeting between the Washington County Road Dept. and the F.H.W.A. to clarify and hopefully solve the problems.

When the alignment has been determined, this office is to run the centerline in the field and get a three line profile at the bridge site. The opening underneath the existing bridge is to be measured, stream cross sections 200 feet upstream and 200 feet downstream are to be taken and the creek water surface profile is to be taken from 1,000 feet upstream to 1,000 feet downstream.

The geology foundation investigation work has been done.

The question arose concerning payment for the roadway fill and construction items since this was a bridge replacement project. This question will be discussed at the meeting between Washington County and the F.H.W.A next week.

The second project discussed was the Dairy Creek Overflow bridge No. 13273 on Harrington Road. This bridge has no water flowing under it nor does it look like there has been. The idea of replacing the structure with metal pipes was mentioned.

This structure is near the bridge across the main channel of Dairy Creek. A cross section is to be taken along the southerly edge of the roadway, across the overflow opening, to and across the Dairy Creek main channel opening. The overflow channel is to be located and profiled upstream to the main Dairy Creek Channel (include in roadway cross sections) and then profile the top of water of the main channel 500 feet upstream and 500 feet downstream from the overflow channel inlet. The over flow channel is to be profiled downstream from the overflow structure 500 feet or to Dairy Creek and to be cross sectioned at 200 and 400 feet from the overflow structure.

The existing openings of both structures (main channel and overflow) will be needed.

Region I Geology is to drill one foundation investigation hole.

—DEFERRED

The third bridge project discussed, Cheistensen Creek (Robinson Rd.) Bridge #13284 was seen as a typical bridge replacement project. Needed information included a three line profile under the structure, three stream cross-sections (300 feet upstream, 300 feet downstream and at centerline) and contours within the proposed work area only. A creek water level elevation will be necessary from 1,000 feet upstream to 1,000 feet downstream.

David Bryson will investigat the Tualatin River Flood Plain Information for the high water mark since the mouth of Christensen Creek is only 0.9 mile from this project. The local high water mark will be investigated also.

The fourth bridge replacement project; the McFee Creek Bridge No. 12988 (Midway Road) has a problem with debris just upstream from the existing bridge. The creek parallels the road fill for a few hundred feet until it turns away from the roadway, makes a semicircular curve to the right and crosses the road alignment perpendicular to the centerline.

There is a pile of logs & debris where the creek alignment leaves the fill, and Jack Davis noted the prospective danger of the creek backing up, eroding the fill and making a new channel. He recommended the county remove the obstacle from the creek.

A utility line was noted on the bridge and this office will investigate its ownership.

Region One Geology is to drill two foundation excavation holes.

Needed will be a three line profile, three stream cross-sections (300 feet upstream, 300 feet downstream and centerline, a stream profile 1,000 feet upstream to 1,000 feet down stream and contours for the proposed work area only.

The last bridge project discussed was the Dairy Creek (Susbauer Rd.) Bridge No. 13082. This crew was requested to find the high water mark from old time residents. If the high water mark shows the roadway being flooded then this crew will get the profile of the area to the lowsag and beyond.

The field crew is to tie log jams and debris which will affect the water level.

The stream information for profiles, cross-sections and project contours and profiles were the same as on the McFee Creek Bridge project.

General instructions for all five projects were:

1. Contour all the bridge fill areas plus a little more. (hopefully 50 feet either way will be enough)
2. Note on the detail map whether the proposed bridge centerline is the same as the existing bridge centerline.
3. Plot, identify etc. all existing utilities.
4. Get three line profiles under the bridges, centerline and 15 feet left and right.

C.C. J. Davis
D. Bryson
T. Thompson
C. Duval

9346

L.

February 27, 1980

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

AGR 4

Attention: Roger Thomssen
Director of Records & Elections

MISC. CONTRACTS AND
AGREEMENTS No 72-27

Gentlemen:

Attached for your records are fully executed copies of agreements covering the following two bridge replacement projects:

McFee Creek (Midway Road) Bridge

Dairy Creek Overflow (Harrington Road) Bridge.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Atts.

cc Don Harwell (2 agrees. att.)

9346

L.

Form FHWA 121 (6/79)

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

THE OREGON DIVISION - Salem
**UNITED STATES GOVERNMENT**

# memorandum

**Subject:** Oregon Project BROS-3400(6)
McFee Creek (Midway Rd.) Bridge Sec.
Washington County
Exception to AASHTO Design Standards

**Date:** January 23, 1980

**From:** G. L. Green, Division Administrator

**Reply to Attn. of:** HFO.1-OR

**To:** Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on the information submitted with Mr. Swan's January 17, 1980 letter, we concur that it would be in the public interest to approve the proposed 28 foot width deck on this project since it does appear to meet the approved standards for this class of facility.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENG

JAN 24 '80

1-24
cy
J

REFER TO
Machining
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

93116 1-18-80 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
B[illegible]-3400(6)

STATE PROJECT NO.
See below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
00039

FROM:

G. L. Green
Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 22 '80
REFER TO
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | Act | File

1-22

| | |
|---|---|
| DATE PS&E APPROVED | 1-18-80 |
| DATE AUTHORIZATION EFFECTIVE | 1-18-80 |
| FEDERAL ROUTE NUMBER | Non Federal-aid |
| STATE ROUTE NUMBER | County Road |

GENERAL LOCATION:

McFee Creek (Midway Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $20,800 with Federal participation limited to $16,640
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-2-80 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $132,000 Federal funds $105,600 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1-18-80 | G.K. [illegible] | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

9346

January 17, 1980

AGR 4-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program No. BROS 3400(6)
McFee Creek (Midway Road) Br. Section
Washington County

Enclosed is a copy of a letter dated January 8, 1980 from Washington County, which provides an explanation of exception to minimum design standards to the subject project.

I trust this additional information will meet with your approval and permit authorization to be given on the project as previously requested.

FFH:pf
Attachment

cc: F. E. Terpin
Ed Hardt
Jon Rose

**WASHINGTON COUNTY**
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
MILLER M. DURIS
JIM FISHER
VIRGINIA DAGG

**DEPT. OF PUBLIC WORKS**
LARRY RICE, Director
ROOM 201
(503) 648-8886

January 8, 1980

Jon Rose
Federal Aid Coordinator
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: Midway Road Bridge - McFee Creek

Dear Jon:

The existing bridge is located about 6-1/2 miles west of the Washington County urban growth boundary and is used mainly as a farm-to-market road. The existing roadway is 18 feet wide with no shoulders. If someday in the future funds are available to widen Midway Road, it is projected to be 28 feet wide with two 12 foot travel lanes and 2 foot shoulders. The length of the existing bridge is 79 feet.

Due to the location of this bridge and the width of the existing road, I see no reason to construct a new structure wider than 28 feet. The new travel lanes on the approaches and the structure will still be 5 feet wider than the travel lanes on each side of the bridge. Also at a cost of $45 a square foot it would be very hard to justify spending additional monies to make the bridge any wider than 28 feet. Hopefully this letter will resolve the conflicts and the design on this structure can begin as soon as possible.

Very truly yours,

Michael Borresen
Michael A. Borresen
Project Development Engineer

MAB:ja

MA PDM PDE TSE SPC
ODOT - METRO
JAN 10 1980
AM PPS FILE: F/A

From Metro JON ROSE Date 1/10/80
To BUZ SWAN
Program Mgmt. Traffic Region 1
Comments: Here is Washington County's justification and explanation for sub-standard widths on McFee Creek bridge
Jon Rose

9346

C

January 8, 1980

PTO 6

Washington County
150 First Street, Room 418
Hillsboro, Oregon 97123

Attn: John Crockett
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the McFee Creek (Midway Road) Bridge Section.

Financial sharing of the preliminary engineering is:

| | |
|---|---|
| Total P.E. | $20,800.00 |
| Federal Funds | 16,640.00 |
| Balance | $ 4,160.00 |
| LOCAL SHARE | $ 3,160.00 |

Please make your check in the amount of $3,160.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 715: Vern Skoog - Please return completed AD # 715 when check is received.
Region H Federal Aid Engineer, Jon Rose

9346

cc

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 2, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00039
Project No. BROS-3400(6)
Mc Fee Cr. (Midway Rd.) Bridge Sec.
Washington County

Enclosed is data for the subject project.

I hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $20,800 with an obligation of $16,640 in federal funds.

(2) Authorization for construction at an estimated total cost of $132,000 with an obligation of $105,600 in federal funds.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bke
Attachments
cc: M. Klatz (Metro)
H. Reynoldson ✓

H

Form 734-3122

Budget Bureau No. 41-R2067;
U.S.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 1-02-80

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx 6.5 mi. N.W. of Sherwood | ADT | PRESENT DHV 50 450 (66) | FUTURE - (70) | YEAR - (71) (72) | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P. E., One Bridge 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 23 | NUMBER 7 3400 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS Bridge Replacement (off system) | | COUNTY NAME Washington | | | | COD 06 |
| | NAME OF URBAN AREA 17-31 - | ROUTE NO. N | FEDERAL-AID Non | (32) | STATE Co. Rd (36) | (37) | U.S. - |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | "Mc Fee Cr. (Midway Rd) Bridge Section" | 0.02 | 20,800 | 16,640 | 1,000 | 3,160 (Co) |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) X080 | | | 0.02 | 132,000 | 105,600 | - | 26,400 (Co) |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | C. L. | | 0.02 | 152,800 | 122,240 | 1,000 | 29,560 (Co) |
| 1 | 14 | PROGRAM APPROVAL DATES 10-4-79 | | | (16) (23) | (24) (33) | REMARKS | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1-02-80

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CATION (45 typewriter spaces)<br>. Rd., Approx 6.5 mi. N.W. of Sherwood | ADT | PRESENT<br>DHV 50<br>450 | FUTURE<br>- | YEAR<br>- | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE 41 \| APPN CODE 117 \| ITEM NO. 00039 |

| 35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only: POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | BROS- | 3400 | (6) | | |

dge Replacement (off system)

-

| | | | | |
|---|---|---|---|---|
| COUNTY NAME Washington | CODE 067 | | | PROGRAM STAGE ☐ 1 OR ☐ 2 |
| ROUTE NO. N | FEDERAL-AID Non | STATE Co. Rd | U.S. - | |

ESTIMATED PROJECT COST BY PHASES

| | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (80%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| | | "Mc Fee Cr. (Midway Rd) Bridge Section" | 0.02 | 20,800 | 16,640 | 1,000 | 3,160 (Co) | Row - 40' normal; access control-none; Parking Restrictions - Partial |
| | | | | | | | | |
| ST | | | 0.02 | 132,000 | 105,600 | - | 26,400 (Co) | |
| | C. L. | PROJECT TOTALS | 0.02 | 152,800 | 122,240 | 1,000 | 29,560 (Co) | |

DATES
10-4-79

REMARKS

-over-

Mc Fee Cr. (Midway Rd.)
Project No. BROS-34[illegible]

Existing Facility: [illegible]-foot timber trestle bridge with 20-foot horizontal clearance.

Adjacent Sections: Approach roadways are 18-foot oil surface with no shoulders.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work.
2) Construct 80 foot precast concrete slab span bridge with horizontal clearance of 28 feet and widen approach roadways.

Exception to Minimum-Design Standards: Will be submitted under separate action.

FHPM 4-1-4 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated December 11, 1979 and December 20, 1979 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 30, 1979.

FHPM 7-7-5 Requirements: a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 1
2) Included in FY 80 AP in table of Projected Federal Fund Obligations and BAlances for Fiscal 1980 Program.

9346

L.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV WASH.

PROJECT TITLE: McFee Creek (Midway Rd) Bridge

DATE: December 11, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC 18 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

Attachment
cc: G.L. Green
~~H.S.~~ Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W. J. Hart
Aeronatics Division
Reg.Eng. M-1
R.N.Bothman
Dist.2 Eng. W. W. Geibel

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

11-12-79

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 7911 2 440 Due Date: DEC 07 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

------------------------------

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to this funding request. However, we do need to review the detailed site plans for the proposed project.

The review of the detailed plans should be coordinated with our district fish biologist, Jay Massey. He can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

Agency Fish & Wildlife By James A. Kent
12/3/79 Environmental Management Section

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

RECEIVED
NOV 19 1979
STATE SOIL AND WATER
CONSERVATION COMMISSION

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

### PNRS - STATE REVIEW

Project #: 7911 2 440 Due Date: [illegible] 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

Washington Dept. of Transportation

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

---

REMARKS (Please type or print legibly)

No problems existing now and bridge replacement would not change this status. Area is reasonably flat and no problem of erosion. However, a large tree that is rooted on the edge of the bank and has been partially eroded, is leaning quite badly and should be removed.

Agency Soil and Water By Charles V. [illegible]

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

RECEIVED
NOV 1 9 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

### P N R S - STATE REVIEW

Project #: 7911 2 440

Due Date: DEC 07 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

---

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9346

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Project Assessment
Oregon Project BROS-3400(-)
McFee Creek (Midway Rd.) Bridge
Midway Co. Rd. No. 12988
Washington County

Date: November 30, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your November 1, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
OSHD (Proj Mgmt)
ODOT (Env, Reg 1)

Environmental Section
December 4, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
George Bell
Sufacing Design
R. N. Bothman
E. L. Hardt
Bill Geibel
Jef Kaiser
Clarence Eshelman
B. L. Gifford (2)
R. H. Prange
Don Keyes (8)

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

BROS-3400(-)

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date November 1, 1979

Section McFee Creek (Midway Rd.) Br.

Unit (if appl)

County Washington OS-SBRP

City

Highway Midway Co. Rd. 12988 2034

State Hwy. No.

Termini: M.P.(if appl)

Length

Region I

Construction Estimate 143,000 HBR Off-System Program Amount

---

**B. Purpose of Project:** To replace a deteriorated timber structure which is becoming inadequate to support heavy vehicles.

**C. Origin & History of Project:** The existing structure was constructed in 1950. It has since deteriorated and is now posted to a 10-15-25 ton load limit. The project is Washington County's number seven priority for off-system bridge replacement.

**D. General Description of Project:** The proposed project includes replacing the existing structure with a precast concrete slab, and improving approaches to a 24 foot asphalt roadway with shoulders.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 2-ft.; Parking No

Traffic: Existing Facility: Existing ADT 450 ; Projected ADT ; Yr.

Existing Level of Service

Proposed Facility: Projected ADT ; Yr.

Projected Level of Service

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.14; Type of Relocation Req. None; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:
Determined by P.E.

Type of Structure(s):
precast concrete span.

Brief Description of River or Stream and Type of Involvement, if any:
McFee Creek flows west to east under the bridge. According to the Corps of Engineers, the 100-year flood surface elevation is based on backwater from the Tualatin River at 139 feet MSL. The existing bridge is at about 140 feet MSL.

Local City, County or COG priorities of project:
Washington County's number seven priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1) The no-build alternative would result in continued deterioration of the bridge and the existing safety hazard would be expected to worsen.

Other Descriptive Information or Comments:

(Attach project sketch map.)

# PART II. ENVIRONMENTAL ASSESSMENT

## A. Brief Environmental Setting of Project Area:

### 1. Natural:

The proposed project is located in the gently rolling hills situated between the Tualatin River to the northeast and the Chehalem Mountains to the south and west. McFee Creek is a meandering stream about 15 feet across and 2 feet deep. It flows easterly to the Tualatin River.

Dense vegetation consisting of Red Cedar, Bigleaf Maple, fern, and blackberries line the creek banks. The vicinity is primarily in agricultural use, predominantly in orchard or open pasture. McFee Creek hosts Coho Salmon, Winter Steelhead, and Cutthroat Trout.

### 2. Cultural:

The land use in the project area is predominantly agricultural. Midway Rd. is one of the local connections between the nearby orchards and Hwy. 219. The Washington County Comprehensive Plan designates the area as rural and natural resource.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Most right-of-way would be from roadside grassy areas. A small amount of grazing pasture would be required.

2. Estimated Impact on Traffic Patterns:

During the construction phase, the road would be closed to through traffic. This temporary closure would redistribute most of the 450 ADT to the McCormick Hill Rd. to the west or the Hwy. 219-Vanderschuers Rd. route to the east.

Consequences--Air Quality, Noise, Safety, etc.:

1) No significant impacts are expected due to redistribution of traffic during the construction phase.

2) Improved safety.

3. Estimated Impact on Land Use:

None expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Minor loss of grazing land and roadside grasses. Stream bottom exposed to sunlight would be reduced by additional bridge shading.

Consequences:

No significant impact expected.

5. Expected Impact on Cultural and Scenic Resources:

None expected.

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**
None expected.

7. **Potential for Controversial Issues:**

None expected.

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans**
No change expected. An Indirect Source Permit would not be required.

b. **Noise Standards**
No change expected. This project comes under the statewide noise report.

c. **Water Quality Standards**
There would be a temporary reduction in water quality during construction.

d. **Area Land Use and Transportation Plans, and Zoning**
Consistent with Washington County Comprehensive Planning.

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION----------------- | | -----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

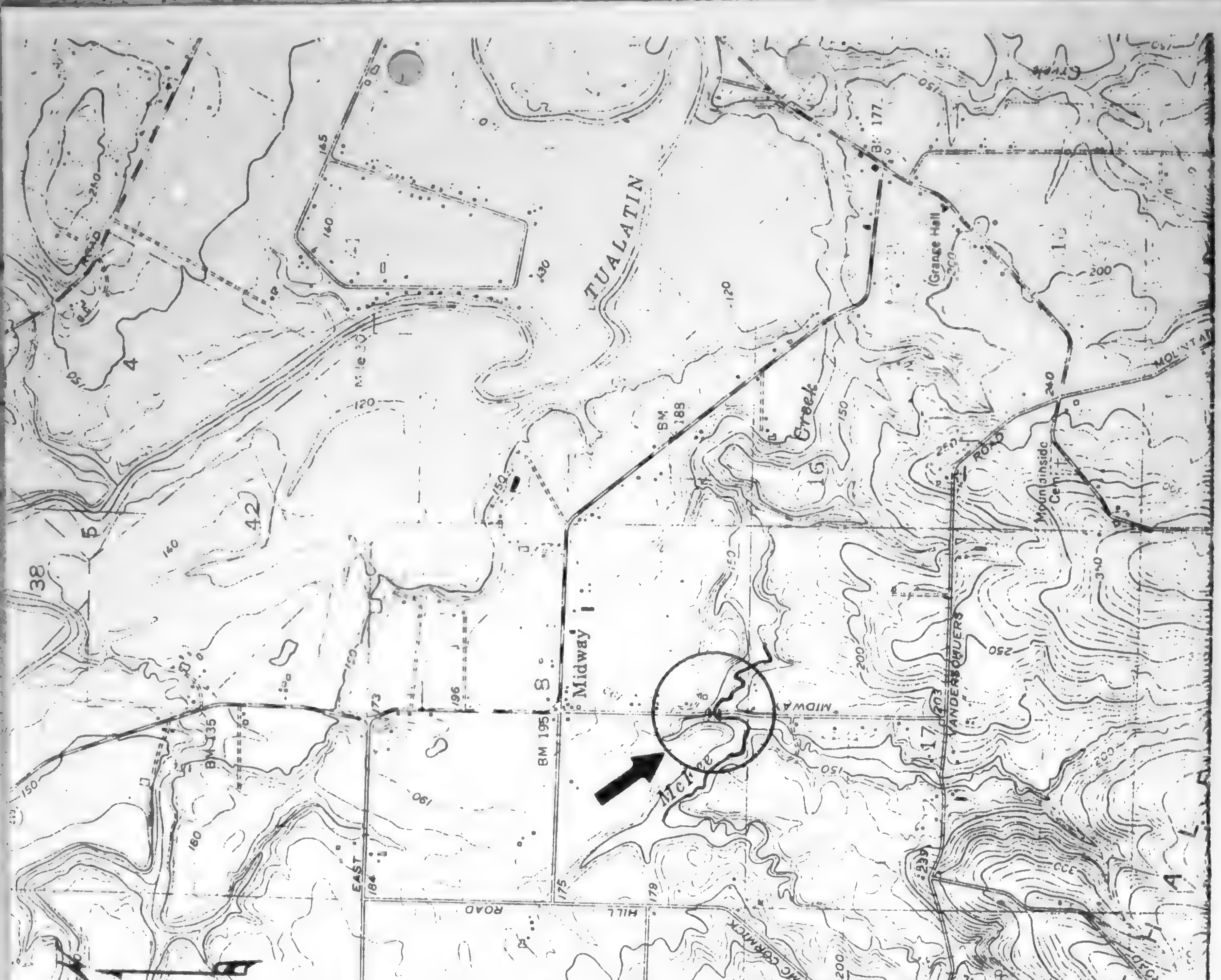
Basis for Type of Action and Documentation:

This project is minor in nature with no significant impacts to the human environment.

---

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

Prepared by: aul B McKey


TUALATIN
Creek
Grange Hall
MOUNTAIN
ROAD
Mountainside Cem.
BM 177
BM 188
Midway
MIDWAY
BM 195
BM 135
McFee
VANDERSCHUERS
EAST LAUREL ROAD
HILL ROAD
MC CORMICK
McKAY ROAD
EGGER ROAD
Creek
CHEHALEM
McFee
Pleasant Hill Cemetery
LAUREL ROAD
LAUREL RD WEST
Laurel
HOLLY HILL ROAD
LAUREL VIEW RD
Burris Creek
4
5
8
16
17
18
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38
42
BALD PEAK STATE PARK 4 1 M.
25'
5028
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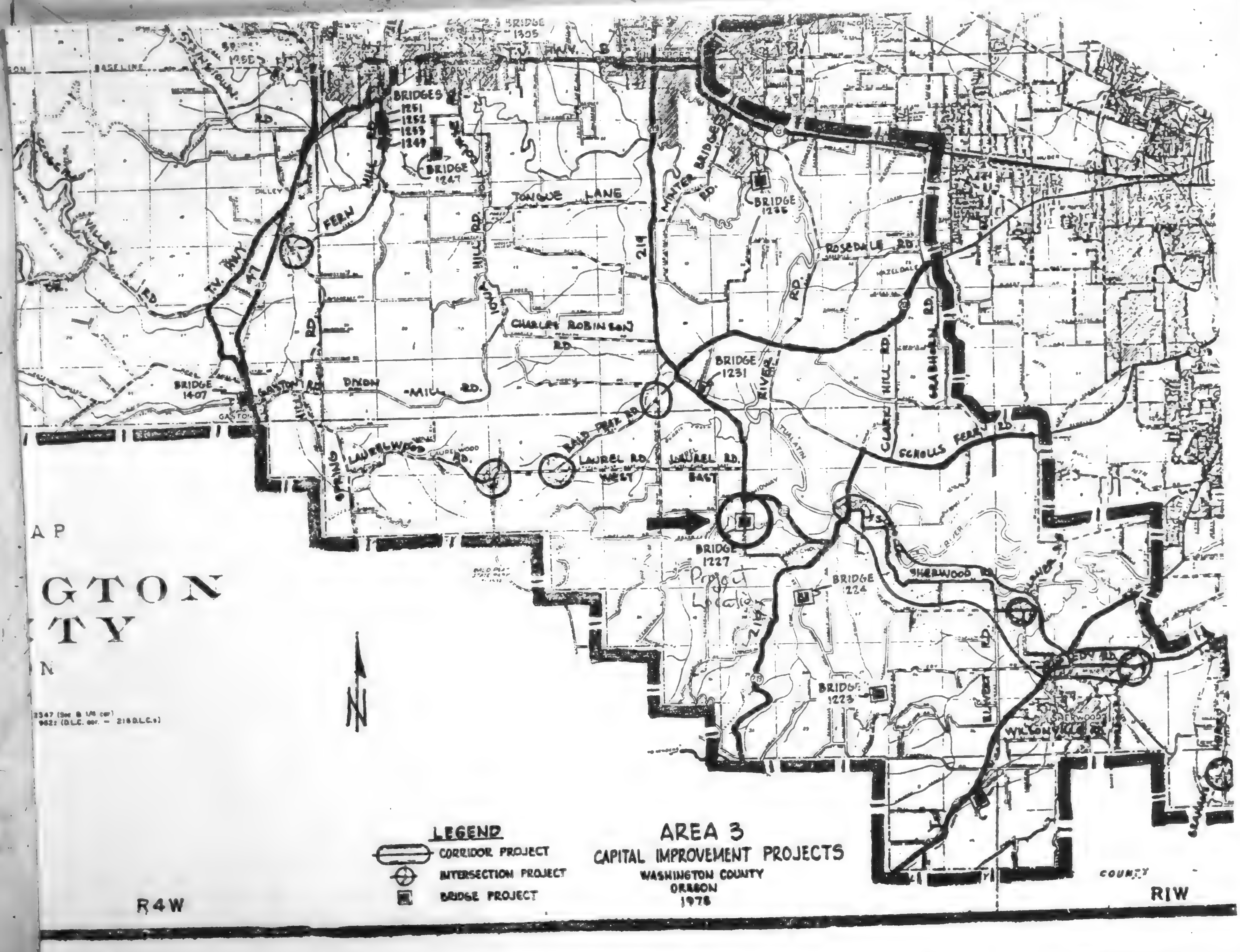
640 000 FEET
5026


AREA 3
CAPITAL IMPROVEMENT PROJECTS
WASHINGTON COUNTY
OREGON
1978
LEGEND
CORRIDOR PROJECT
INTERSECTION PROJECT
BRIDGE PROJECT
R4W
R1W
COUNTY
GTON
TY
AP
N
BRIDGE 1305
T.V. HWY. 8
BASELINE
BRIDGES 1251 1252 1253 1249
BRIDGE 1247
FERN HILL RD.
T.V. HWY 47
TONGUE LANE
IOWA HILL RD.
CHARLES ROBINSON RD.
214
WINTER BRIDGE RD.
BRIDGE 1236
ROSEDALE RD.
BRIDGE 1407
GASTON RD.
DIXON MILL RD.
BRIDGE 1231
RIVER RD.
TUALATIN
CLARK HILL RD.
GRABHORN RD.
SCHOLLS FERRY RD.
SPRING HILL RD.
LAURELWOOD RD.
BALD PEAK RD.
LAUREL RD. WEST
LAUREL RD. EAST
BRIDGE 1227
Project Location
219
BRIDGE 224
SHERWOOD
BRIDGE 1223
ELWERT RD.
SHERWOOD
WILSONVILLE
GASTON

9346

79-52

**STATE OF OREGON**

**INTEROFFICE MEMO**

Metro Technical Services — DEPT.
238-8231 — TELEPHONE

TO: D. H. MOEHRING
Ass't. State Highway Engineer

DATE: November 20, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: McFee Creek Bridge No. 12988
Midway Road
Washington County

Here is our programming packet on the subject project. Included are:

To Terpin
11-27-79

- project request
- authority for survey
- environmental assessment
- location prospectus
- agreement information sheet

This is an HBR Off-System project included on the priority list approved by the Transportation Commission at their July 1979 meeting. The project location is outside of the MSD urban area.

Please request federal approval of this project and obligate $20,800 at this time for preliminary engineering.

pq

Attachments

cc F. E. Terpin
Metro Technical Services Units

cc: Parker [illegible]

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
NOV 26 1979
REFERRED TO
FOR
FILE: PM FA LG.

7346

ten M. T 1-23

Form E-39 (Rev. 9-71)

Planning File No. 79-52

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

ection McFee Creek Bridge No. 12988

Highway Midway Road (Co.)

County Washington

Date November 19, 1979

Authorization No. 1

Survey Prefix 234-1907 (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge site located 1/2 mile south of Hwy. 219, on Midway Road above McFee Creek. Approach lengths to be included in the bridge project, will be determined during survey.

Proposed:

Replace existing bridge with a 28' x 80' precast concrete slab and improve approaches

Purpose of Survey:

Perform field survey, including hydraulic study, prepare plans and specifications, and estimates.

ee County Bridge Design applies to this project as specified by ORS 369.210

Estimate of Cost

| | | |
|---|---|---|
| Field Survey | (901) | 7,400 |
| Citizen Participation | (902) | |
| City of County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 2,000 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | 500 |
| Traffic | (911) | 200 |
| Landscape | (912) | |
| Liaison R/W | (913) | 300 |
| Utility | (914) | 300 |
| Photogrammetry | (916) | |
| Location Studies | (918) | 1,000 |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | 200 |
| Specifications | (921) | 1,000 |
| Environmental | (923) | 200 |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | 2,500 |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |
| Adm. Services | (922) | 200 |
| Free Bridge Design | (927) | 5,000 |

Estimate of cost: $152,800

Funding: HBR Off-System

Category: 3 NM

BROS-3400(6)
1-18-80

OTC Approval 7/79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $20,800 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:

Curtis H. Duval

URT DUVAL, Metro Location Engineer

ecommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Frank E. [illegible]
Location Engineer

Approved:

Assistant State Highway Engineer

RECEIVED
1979
LOCATION
SECTION

H

SP*23604-734

9346

# LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

DATE

PREFIX

ENTIFICATION

11-19-79

OJECT NAME: McFee Creek Bridge No.

IGHWAY NAME: Midway Road

HIGHWAY NUMBER:

EGION: 1

ADMINISTRATIVE DISTRICT:

COUNTY: Washington

CITY:

ENGTH: 300 Feet

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Washington County

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR Off-System

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Replace the existing bridge with a 28' wide x 80' long precast concrete structure. Widen the road approaches to match the new structure.

Midway Road will be closed during construction. Washington County forces will remove the existing bridge. Washington County will acquire the needed right-of-way at no cost to the project.

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 450

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

ESIGN SPEED (MPH): 55

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

| FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 - 9' | 2 - 12' |
| SHOULDERS | 0 | 2 - 2' |
| MEDIANS | | |
| PARKING LANES | | |
| SIDEWALKS | | |
| BIKEWAYS | | |
| INTERCHANGES | | |
| OTHER: | | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☒ | ☐ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☒ | ☐ | ☐ |
| River __________ | ☐ | ☒ | ☐ |
| Stream McFee Creek | ☒ | ☐ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☒ | ☐ | ☐ |
| Simple Acquisition (By applicant) | ☒ | ☐ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYB |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☒ | ☐ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☒ | ☐ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☒ | ☐ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | ☒ | ☐ | ☐ | Hydraulics Study | ☒ | ☐ | ☐ |
| Environmental Assessment | ☒ | ☐ | ☐ | Soils Investigation | ☒ | ☐ | ☐ |
| Statewide Assessment | ☐ | ☒ | ☐ | Airport Clearance | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ | Economic Analysis | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ | Requires Field Survey | ☒ | ☐ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ | Old Survey Available | ☐ | ☐ | ☒ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ | Requires Vicinity Map | ☒ | ☐ | ☐ |
| Public Hearing ____________ | ☐ | ☒ | ☐ | Requires Photogrammetry | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ | Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ | Reconnaissance Available | ☐ | ☒ | ☐ |
| Utilities | ☐ | ☒ | ☐ | Design Review | ☐ | ☒ | ☐ |

Type ______________________

## 4 - WORK ITEMS

| | TO BE PERFORMED BY<br>APPLICANT | <br>STATE | <br>CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY | ☒ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 2.0 ) | 2.0 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | |
| RIGHT-OF-WAY ACQUISITION | ( ) | |
| P.S. & E. DOCUMENTS | ( ) | |

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

## SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| | | |

## - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | 20,800 | |
| RIGHT OF WAY | | |
| TRAFFIC CONTROL | | |
| ILLUMINATION | | |
| STRUCTURES | 116,000 | |
| RAILROAD | | |
| ROADWAY | 16,000 | |
| OTHER | | |
| ENGINEERING & CONTINGENCIES (Included above) | | |
| PROJECT TOTAL | 152,800 | |

SUBMITTED BY ____________________

**Project** MCFEE CREEK BRIDGE NO. 12988, Midway Road

**Agency** Washington County **Date** 11/19/79

**Type of Project** Bridge Replacement

**Funds** SOS e(4) FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

| | N/A | State | Applicant | Consultant |
|---|---|---|---|---|
| Major PE | ☐ | ☒ | ☐ | ☐ |
| Monitor PE | ☒ | ☐ | ☐ | ☐ |
| Field Survey | ☐ | ☒ | ☐ | ☐ |
| Prepare Environmental Statements | ☒ | ☐ | ☐ | ☐ |
| Review & Process Envir. Statements | ☒ | ☐ | ☐ | ☐ |
| Public Hearings | ☒ | ☐ | ☐ | ☐ |
| Citizen Involvement | ☐ | ☐ | ☒ | ☐ |
| Action Plan Requirements | ☐ | ☐ | ☒ | ☐ |
| Preliminary Design Plans & Specs. | ☐ | ☒ | ☐ | ☐ |
| Prepare for Contract Bids | ☐ | ☒ | ☐ | ☐ |
| Advertise, Let and Award | ☐ | ☒ | ☐ | ☐ |
| Major Construction Engineering | ☐ | ☒ | ☐ | ☐ |
| Lab Testing, Final Checking | ☐ | ☒ | ☐ | ☐ |
| Utility Responsibility | ☐ | ☒ | ☐ | ☐ |
| Maintenance After Completion | ☐ | ☐ | ☒ | ☐ |
| Signal Maintenance | ☒ | ☐ | ☐ | ☐ |
| Power Consumption | ☒ | ☐ | ☐ | ☐ |
| Local Match | ☐ | ☐ | ☒ | ☐ |
| Provide for Right-of-way Agreement | | [✓ Yes] | No | |

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☒ Construction ☐ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: "Free County Bridge Design" applies to this project.

# FEDERAL AID PROJECT REQUEST

Date July 5, 1979

Applicant Agency Washington County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR Off-System X

Federal Aid Route No. ____ Route Name Midway Rd.

Project Name Midway Rd. Bridge (McFee Creek)

Project Length 300 ft. Project Location (Attach sketch map)

Project Description Construct new pre-cast concrete bridge with new approaches to match.

Average Daily Traffic 450 Design Speed 55 MPH

## Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 2 Shoulders 0'

Medians No Parking No

Sidewalks No

Remarks

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-12' Shoulders 2 each side

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 40 Minimum 40 Maximum 40

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks

## III. TRAFFIC CONTROL DATA N/A

### 1. Existing Signalization and Location:

2. **Proposed Signalization:** N/A

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1/2 mile south of Hwy. 219 over McFee Creek.

Type timber tressle

Approach Roadway Width 18' Shoulder Width 0'

Length 79' Width 20'

To remain in place? No

2. **Proposed Structure:**

Location Same

Approximate Size: Length 80' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | John F. Crockett, Director of Public Works, Wash.Co.<br>Office |
| 2. | Environmental | Same<br>Office |
| 3. | Public Hearing | Same<br>Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant ________ State X ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?
Yes X No ________
If "yes," describe briefly: County will remove existing structure and obtain needed right-of-way.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 16,000. |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | ~~90,000.~~ 116,000. |
| Railroad | |
| Other ________ | |
| Preliminary engineering | ~~11,000.~~ 20,800 |
| PROJECT TOTAL | $~~117,000.~~ 152,800. ECM.* |

Remarks Design of bridge by state per ORS 369.210
* Estimate revised as per phone conversation with Mike Borresen on 7-27-79. E.C. Meehan
Discussed additional revisions on 11-19-79. E.C. Meehan.

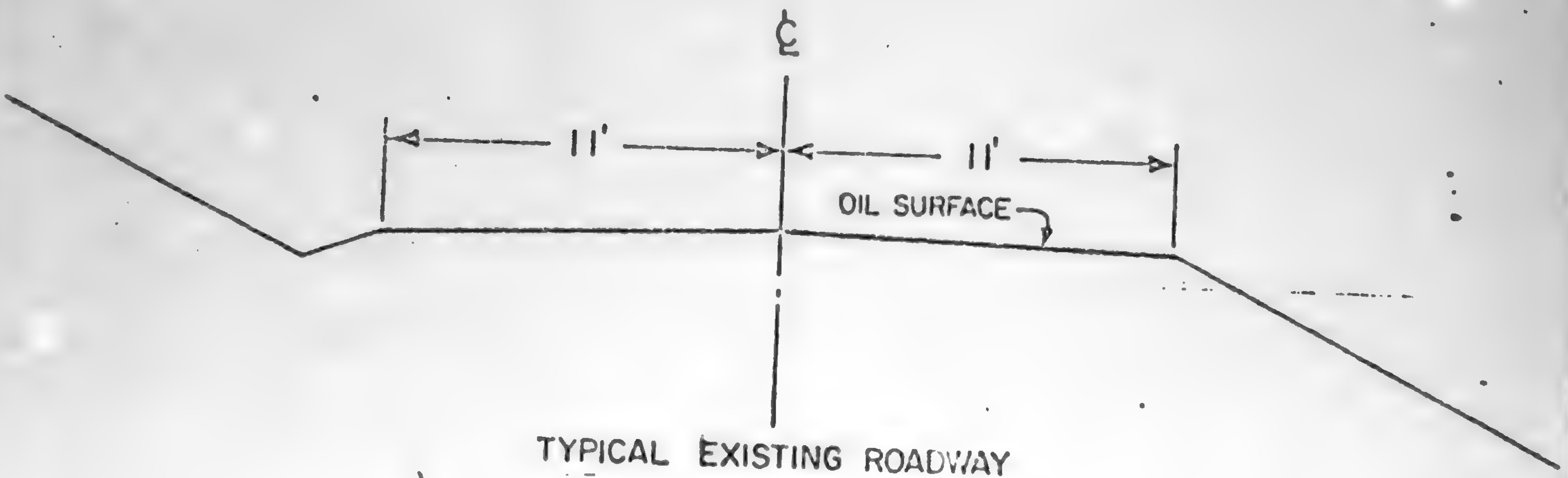
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington COUNTY

By ________ By

By ________ ~~By~~ John F. Crockett

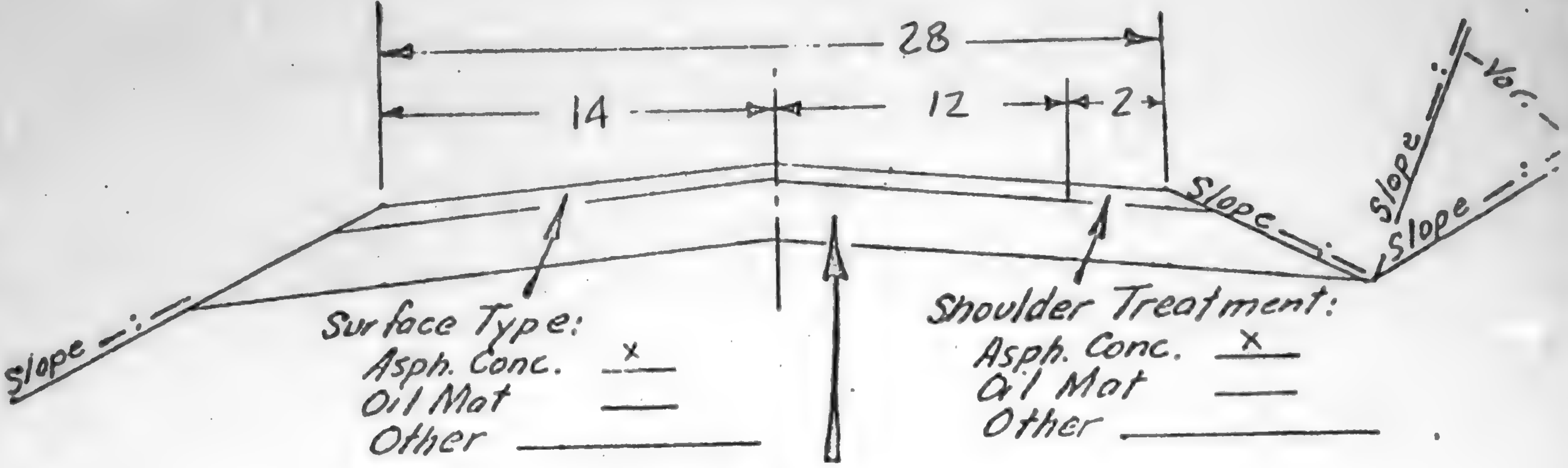
~~By~~ Director of Public Works


℄
11'
11'
OIL SURFACE

TYPICAL EXISTING ROADWAY

# TYPICAL SECTION

## ROADWAY

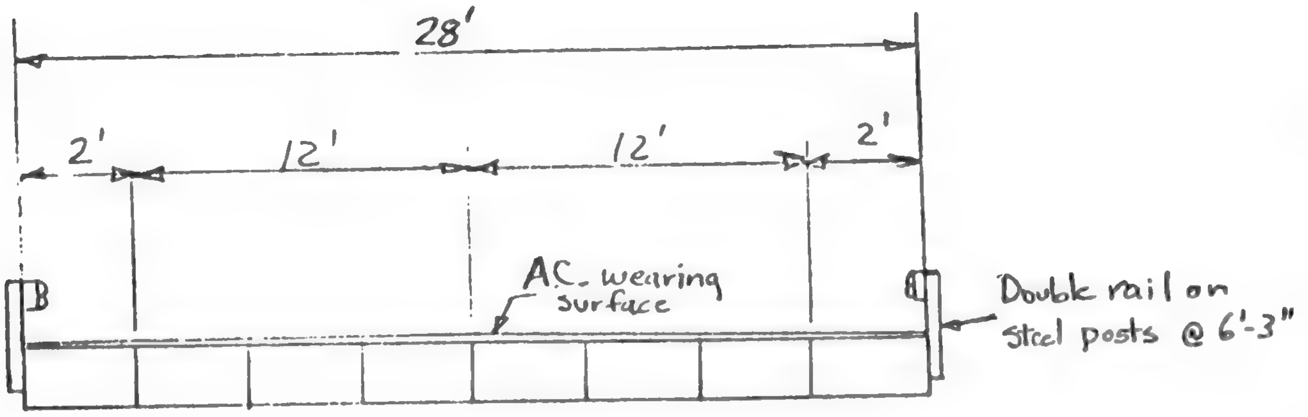

28
14
12
2
Slope
Slope
Slope
Slope
Var.

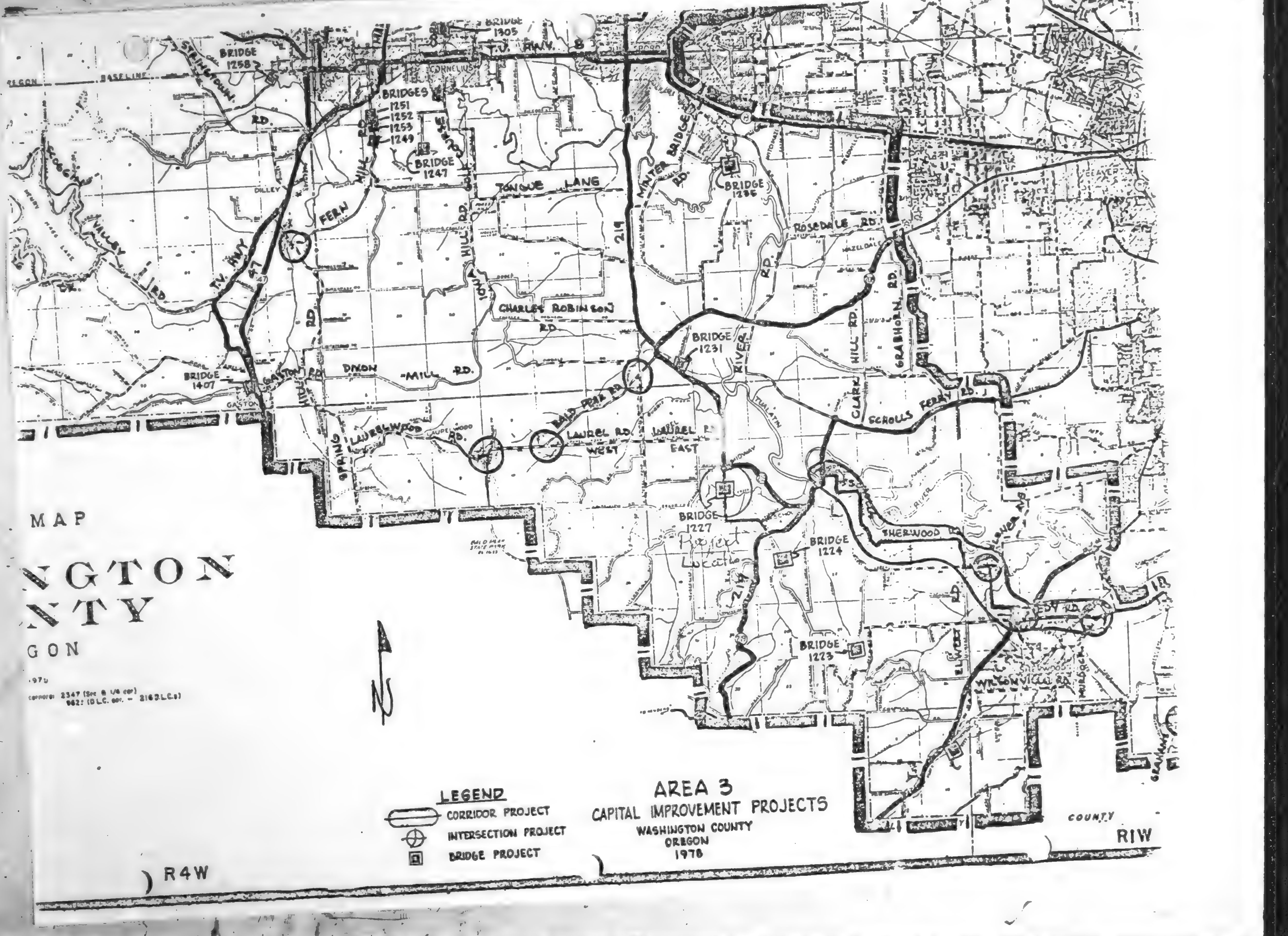
Surface Type:
Asph. Conc. x
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. x
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone x
Asph. Treated ___
Cement Treated ___

## BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"



AREA 3
CAPITAL IMPROVEMENT PROJECTS
WASHINGTON COUNTY
OREGON
1978

LEGEND
CORRIDOR PROJECT
INTERSECTION PROJECT
BRIDGE PROJECT
MAP
NGTON
NTY
GON
N
R4W
R1W
COUNTY
BASELINE
BRIDGE 1258
BRIDGE 1305
T.V. HWY. 8
CORNELIUS
BRIDGES 1251 1252 1253 1249
BRIDGE 1247
GOLF COURSE RD.
TONGUE LANE
FERN HILL RD.
T.V. HWY 47
VALLEY RD.
IOWA HILL RD.
CHARLES ROBINSON RD.
DIXON MILL RD.
BRIDGE 1407
GASTON RD.
GASTON
SPRING HILL RD.
LAURELWOOD RD.
BALD PEAK RD.
LAUREL RD. WEST
LAUREL RD. EAST
219
MINTER BRIDGE RD.
BRIDGE 1236
ROSEDALE RD.
BRIDGE 1231
RIVER RD.
TUALATIN
CLARK HILL RD.
GRABHORN RD.
SCHOLLS FERRY RD.
BRIDGE 1227
Project Location
BRIDGE 1224
BRIDGE 1223
SHERWOOD
RIVER
ELWERT RD.
WILSONVILLE RD.
MURDOCK
219

9346

(#2)

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 12, 1979

In Reply Refer to File No.: PRO 6-5

TO Executive Department
Federal Aid Coordination Unit

Metropolitan Service District
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: McFee Creek (Midway Rd.) Bridge
Highway: Midway Co. Rd., BROS-3400(-)
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 12, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 1 Engr: E. L. Hardt
Dis. 2 Engr: W. W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 15'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | |
|---|---|---|
| 02 | 12] **APPLICANT** [45<br>Dept. of Transportation | 46] **DIVISION** [79<br>Highway |
| 03 | 12] **APPLICANT ADDRESS** STREET [45<br>ODOT Building | 46] **CITY** [60 76] **ZIP** [80<br>Salem 97310 |
| 04 | 12] **CONTACT PERSON** [45<br>D. H. Moehring | 46] **AREA CODE** [48 503 · 49] **PHONE** [55 378 · 56] **EXTENSION** [59 6563 |
| 01 | 12] **PROJECT TITLE** [71<br>McFee Creek (Midway Rd.) Bridge | |
| 11 | 12] **PROJECT LOCATION—CITY**<br>Midway Co. Rd.<br>BROS-3400(-) | **PROJECT LOCATION—COUNTY**<br>Washington · **PROJECT LOCATION** [79<br>SEC: T: R: |

**SUMMARY PROJECT DESCRIPTION** (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace a deteriorated timber structure which is becoming inadequate to

06 12] support heavy vehicles. [71

07 12] The proposed project includes replacing the existing structure with a precast concrete slab, and improving approaches to a 24 foot asphalt roadway with [71

08 12] shoulders. [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 114,400 | | | 28,600 | | 143,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] **FEDERAL PROGRAM TITLE** [71<br>Title 23 USC Highways | |
| 15 | 12] **FEDERAL AGENCY NAME** [45<br>U.S. Dept. of Transportation | 46] **FEDERAL SUB-AGENCY NAME** [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: Nov. 12, 1979

**(D) REVIEW REQUIRED by A-95** Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 35 No ☒ 36

| | | | |
|---|---|---|---|
| **(G) ESTIMATED APPLICATION FILING DATE:** | 41] MONTH [42<br>Dec. | 43] DAY [44<br>12 | 45] YEAR [46<br>1979 |

# ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 12, 1979

VI. If project includes state funds (12C), identify agency

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

BROS-3400(-)

## PART 1. GENERAL INFORMATION

**A. Project Identification:**

Date November 1, 1979

Section McFee Creek (Midway Rd.) Br.
Unit (if appl)
County Washington OS-SBRP
City
Highway Midway Co. Rd. 12988 2034
State Hwy. No.
Termini: M.P.(if appl)
Length
Region I
Construction Estimate 143,000 HBR Off-System Program Amount

---

**B. Purpose of Project:** To replace a deteriorated timber structure which is becoming inadequate to support heavy vehicles.

---

**C. Origin & History of Project:** The existing structure was constructed in 1950. It has since deteriorated and is now posted to a 10-15-25 ton load limit. The project is Washington County's number seven priority for off-system bridge replacement.

---

**D. General Description of Project:** The proposed project includes replacing the existing structure with a precast concrete slab, and improving approaches to a 24 foot asphalt roadway with shoulders.

Alignment: New ____ Existing X ____ Combined ____

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs. No; Parking No
Proposed: No. Lanes 2; Med. No; Shldrs. 2-ft.; Parking No

Traffic: Existing Facility: Existing ADT 450; Projected ADT ____; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.14; Type of Relocation Req. None; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:
Determined by P.E.

Type of Structure(s):
precast concrete span.

Brief Description of River or Stream and Type of Involvement, if any:
McFee Creek flows west to east under the bridge. According to the Corps of Engineers, the 100-year flood surface elevation is based on backwater from the Tualatin River at 139 feet MSL. The existing bridge is at about 140 feet MSL.

Local City, County or COG priorities of project:
Washington County's number seven priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1) The no-build alternative would result in continued deterioration of the bridge and the existing safety hazard would be expected to worsen.

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in the gently rolling hills situated between the Tualatin River to the northeast and the Chehalem Mountains to the south and west. McFee Creek is a meandering stream about 15 feet across and 2 feet deep. It flows easterly to the Tualatin River.

Dense vegetation consisting of Red Cedar, Bigleaf Maple, fern, and blackberries line the creek banks. The vicinity is primarily in agricultural use, predominantly in orchard or open pasture. McFee Creek hosts Coho Salmon, Winter Steelhead, and Cutthroat Trout.

2. Cultural:

The land use in the project area is predominantly agricultural. Midway Rd. is one of the local connections between the nearby orchards and Hwy. 219. The Washington County Comprehensive Plan designates the area as rural and natural resource.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Most right-of-way would be from roadside grassy areas. A small amount of grazing pasture would be required.

2. Estimated Impact on Traffic Patterns:

During the construction phase, the road would be closed to through traffic. This temporary closure would redistribute most of the 450 ADT to the McCormick Hill Rd. to the west or the Hwy. 219-Vanderschuers Rd. route to the east.

Consequences--Air Quality, Noise, Safety, etc.:

1) No significant impacts are expected due to redistribution of traffic during the construction phase.

2) Improved safety.

3. Estimated Impact on Land Use:

None expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Minor loss of grazing land and roadside grasses. Stream bottom exposed to sunlight would be reduced by additional bridge shading.

Consequences:

No significant impact expected.

5. Expected Impact on Cultural and Scenic Resources:

None expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
None expected.

7. Potential for Controversial Issues:

None expected.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
No change expected. An Indirect Source Permit would not be required.

b. Noise Standards
No change expected. This project comes under the statewide noise report.

c. Water Quality Standards
There would be a temporary reduction in water quality during construction.

d. Area Land Use and Transportation Plans, and Zoning
Consistent with Washington County Comprehensive Planning.

---

C. Recommended Type of Action and Documentation:

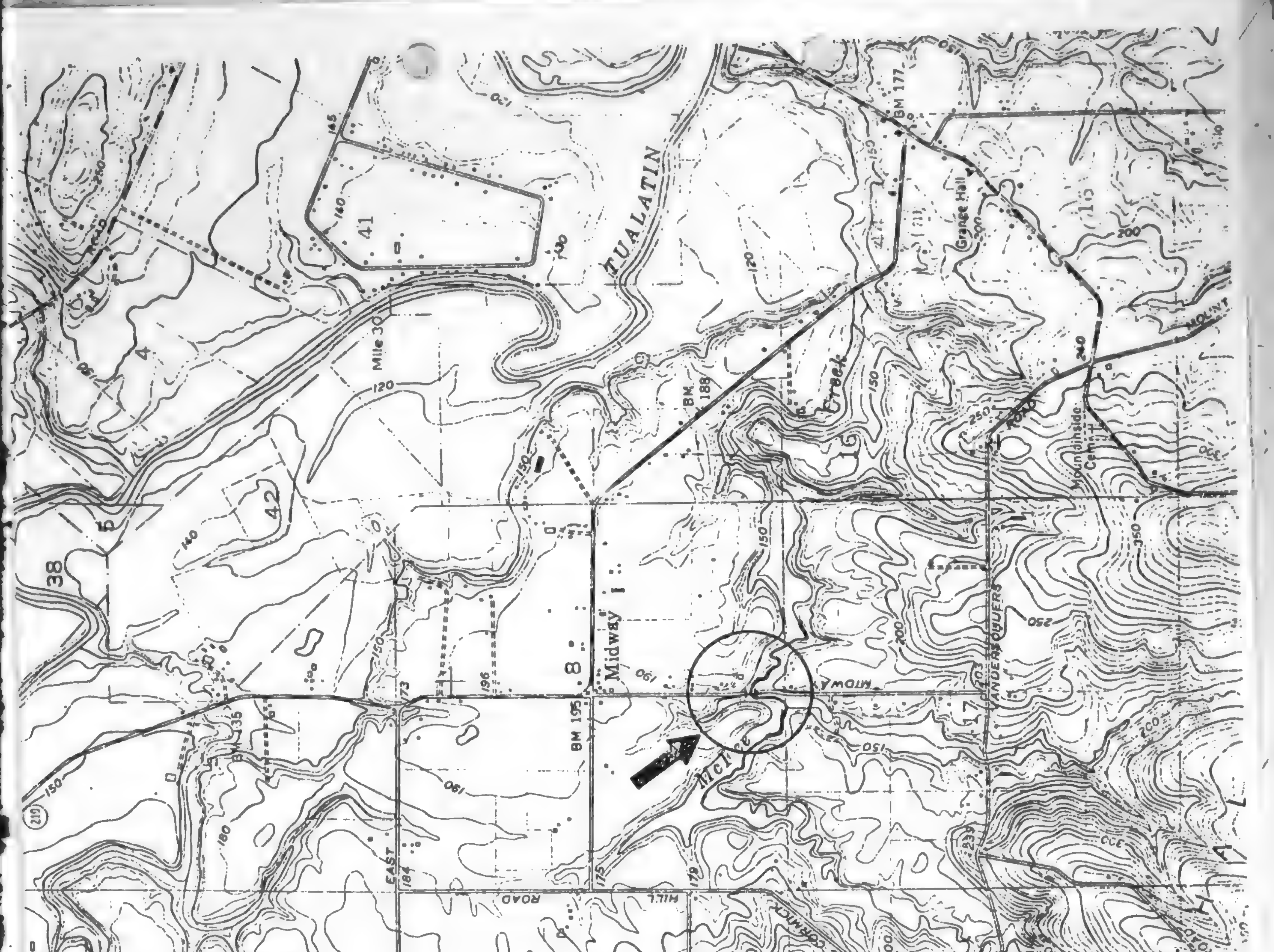
| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
This project is minor in nature with no significant impacts to the human environment.

---

D. Recommended Project Category: _____ 1 _____ 2 _X_ 3 _____ 4

Prepared by: Paul B McKey


TUALATIN
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BM 135
MIDWAY
McFee
Creek
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Grange Hall
Mountainside Cem.
ANDERSON
McCORMICK
HILL ROAD
EAST LAUREL ROAD
McNAY ROAD
EGGER ROAD
Pleasant Hill Cemetery
LAUREL
SOUTH
HILL ROAD
LAUREL VIEW RD
LAUREL RD WEST
Laurel
Burris
McFee
CHEHALEM
MOUNT
219
BALD PEAK STATE PARK 4.1 MI
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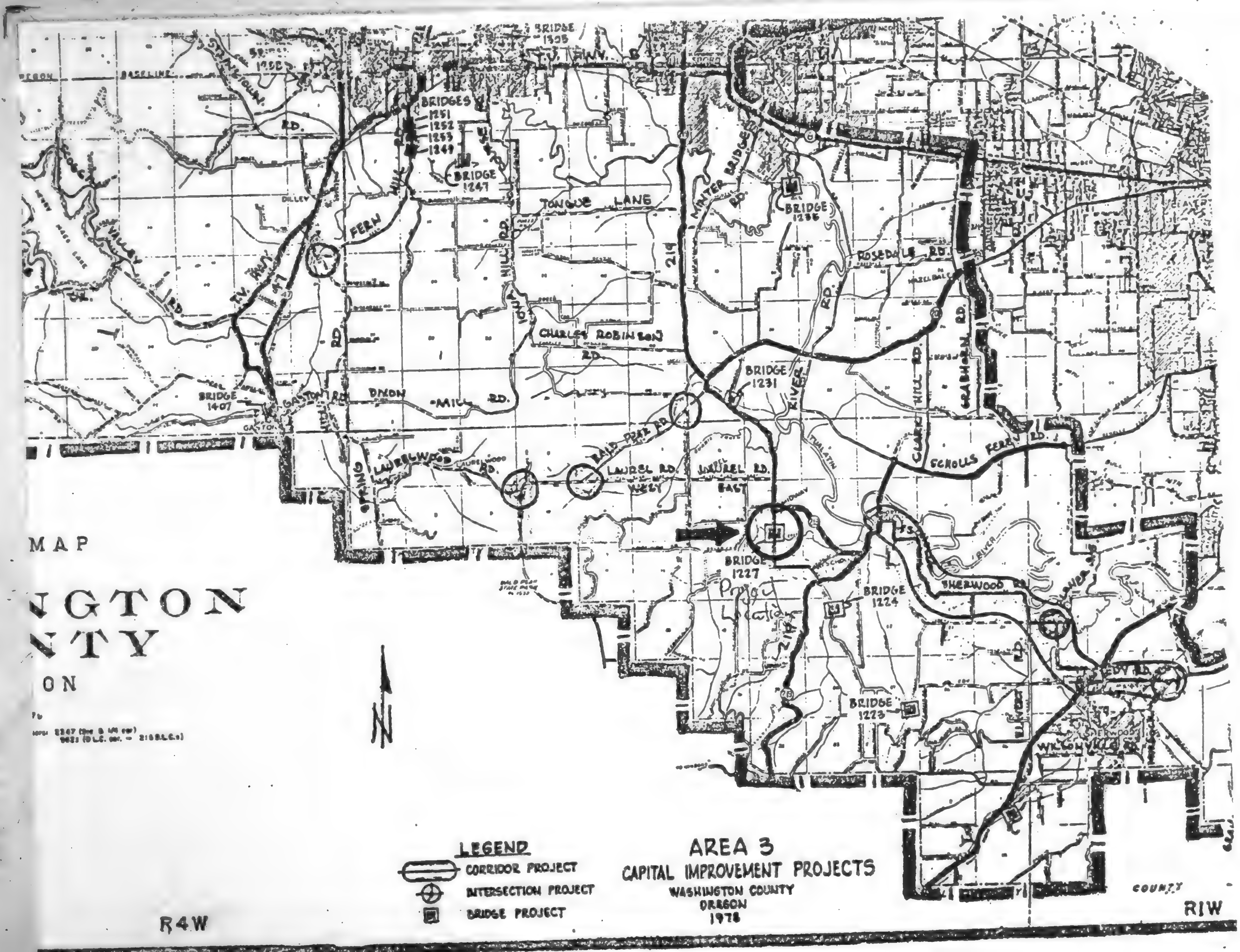
MAP
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ON
AREA 3
CAPITAL IMPROVEMENT PROJECTS
WASHINGTON COUNTY
OREGON
1978
LEGEND
CORRIDOR PROJECT
INTERSECTION PROJECT
BRIDGE PROJECT
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COUNTY
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T.V. HWY.
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BRIDGE 1227
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BRIDGE 1223
Project Location
FERN HILL RD.
TONGUE LANE
IOWA HILL RD.
CHARLEY ROBINSON RD.
DIXON MILL RD.
GASTON RD.
GASTON
SPRING HILL RD.
LAURELWOOD RD.
BALD PEAK RD.
LAUREL RD. WEST
LAUREL RD. EAST
MINTER BRIDGE RD.
ROSEDALE RD.
RIVER RD.
TUALATIN
CLARK HILL RD.
GRABHORN RD.
SCHOLLS FERRY RD.
SHERWOOD
RIVER
ELWERT RD.
EDY RD.
WILSONVILLE RD.
Sherwood
219
47

9346

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 18, 1979

Section McFee Creek Bridge No. 12988

Unit (if appl)

County Washington

City

Highway Midway Road

State Hwy. No.

Termini: M.P.(if appl)

Length

Region I

Construction Estimate 143,000 HBR Off-System Program Amount

---

B. Purpose of Project: To replace a deteriorated timber structure which is becoming inadequate to support heavy vehicles.

---

C. Origin & History of Project: The existing structure was constructed in 1950. It has since deteriorated and is now posted to a 10-15-25 ton load limit. The project is Washington County's number seven priority for off-system bridge replacement.

---

D. General Description of Project: The proposed project includes replacing the existing structure with a 28'x80' precast concrete slab, and improving approaches to a 24 foot asphalt roadway with a 2-foot shoulder on either side.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 2-ft. ; Parking No

Traffic: Existing Facility: Existing ADT 450 ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 3
Yes, No

Acres 0.14 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:
Determined by P.E.

Type of Structure(s):
80' x 20' precast concrete span.

Brief Description of River or Stream and Type of Involvement, if any:
McFee Creek flows west to east under the bridge. According to the Corps of Engineers, the 100-year flood surface elevation is based on backwater from the Tualatin River at 139 feet MSL. The existing bridge is at about 140 feet MSL.

Local City, County or COG priorities of project:
Washington County's number seven priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1) The no-build alternative would result in continued deterioration of the bridge and the existing safety hazard would be expected to worsen.

2) Construct a 32' wide bridge.

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in the gently rolling hills situated between the Tualatin River to the northeast and the Chehalem Mountains to the south and west. McFee Creek is a meandering stream about 15 feet across and 2 feet deep. It flows easterly to the Tualatin River.

Dense vegetation consisting of Red Cedar, Bigleaf Maple, fern, and blackberries line the creek banks. The vicinity is primarily in agricultural use, predominantly in orchard or open pasture. McFee Creek hosts Coho Salmon, Winter Steelhead, and Cutthroat Trout.

2. Cultural:

The land use in the project area is predominantly agricultural. Midway Rd. is one of the local connections between the nearby orchards and Hwy. 219. The Washington County Comprehensive Plan designates the area as rural and natural resource.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Most right-of-way would be from roadside grassy areas. A small amount of grazing pasture would be required.

2. Estimated Impact on Traffic Patterns:

During the construction phase, the road would be closed to through traffic. This temporary closure would redistribute most of the 450 ADT to the McCormick Hill Rd. to the west or the Hwy. 219-Vanderschuers Rd. route to the east.

Consequences--Air Quality, Noise, Safety, etc.:

1) No significant impacts are expected due to redistribution of traffic during the construction phase.

2) Improved safety.

3. Estimated Impact on Land Use:

None expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Minor loss of grazing land and roadside grasses. Stream bottom exposed to sunlight would be reduced by additional bridge shading.

Consequences:

No significant impact expected.

5. Expected Impact on Cultural and Scenic Resources:

None expected.

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**
None expected.

7. **Potential for Controversial Issues:**

None expected.

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans**
No change expected. An Indirect Source Permit would not be required.

b. **Noise Standards**
No change expected. This project comes under the statewide noise report.

c. **Water Quality Standards**
There would be a temporary reduction in water quality during construction.

d. **Area Land Use and Transportation Plans, and Zoning**
Consistent with Washington County Comprehensive Planning.

---

C. Recommended Type of Action and Documentation:

| | | |
|---|---|---|
| -------------MAJOR ACTION------------------ | | ----NON-MAJOR ACTION----- |
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

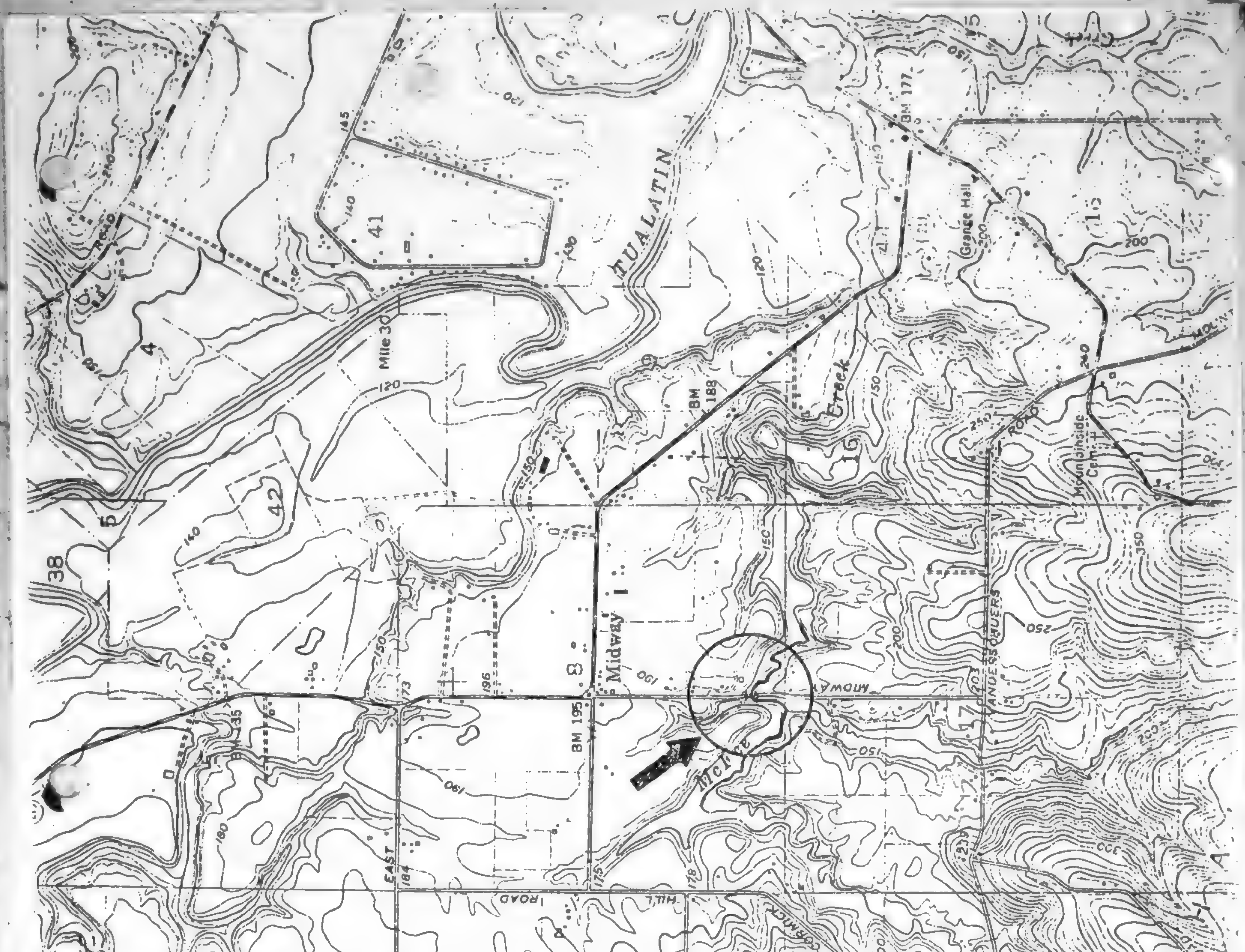
This project is minor in nature with no significant impacts to the human environment.

---

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

Prepared by: Paul B McKey

Form (1)10-75



TUALATIN
Mile 30
Creek
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Mountainside Cem
Midway
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BM 177
BM 188
BM 195
BM 135
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ROAD
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Pleasant Hill Cemetery
Burris
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BALD PEAK STATE PARK 4.1 MI
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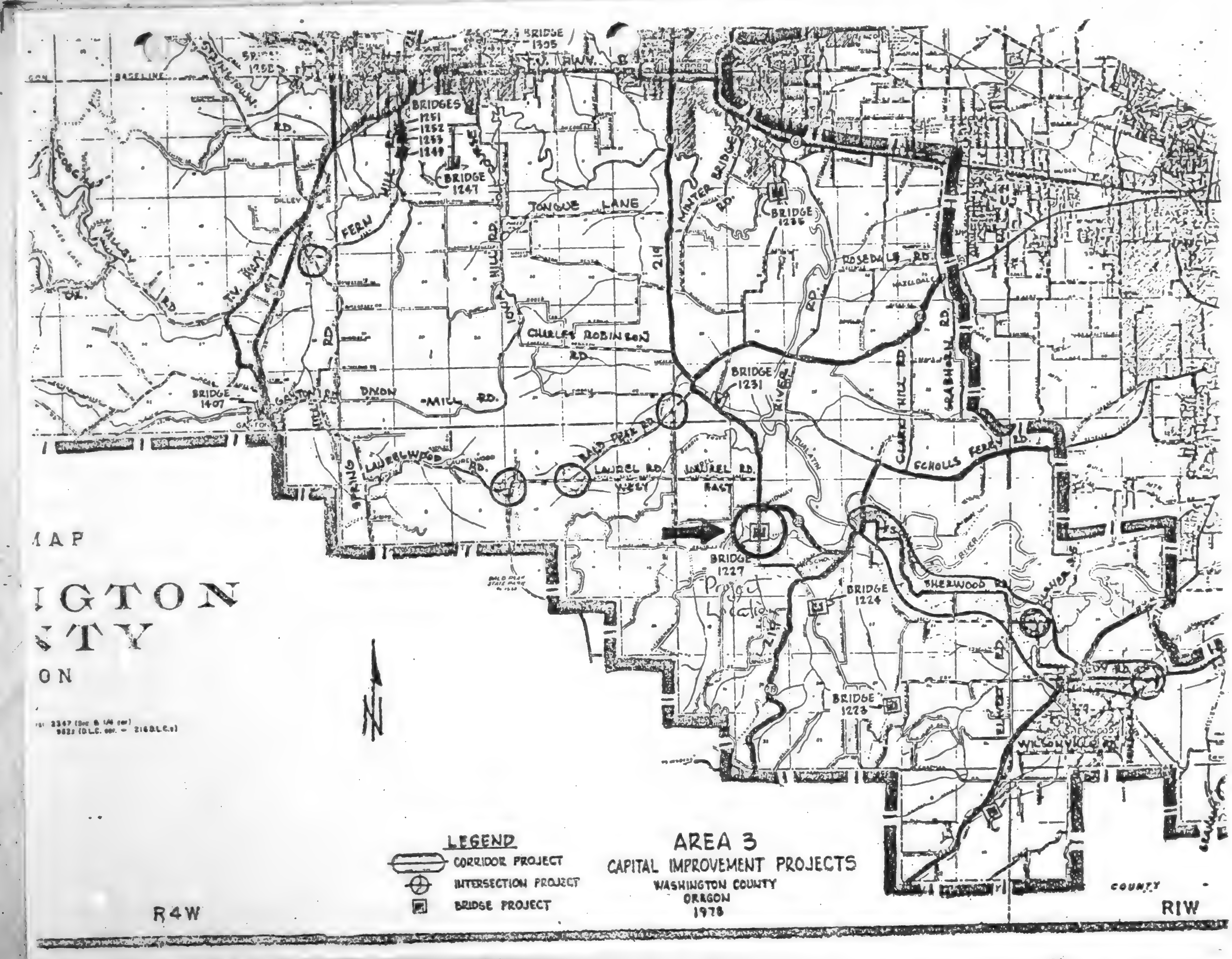
AREA 3
CAPITAL IMPROVEMENT PROJECTS
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SPRINGS 1292
BASELINE
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BRIDGE 1247
T.V. HWY.
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CHARLES ROBINSON RD.
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BRIDGE 1407
GASTON
SPRING
LAURELWOOD RD.
BALD PEAK RD.
LAUREL RD. WEST
LAUREL RD. EAST
219
MINTER BRIDGE RD.
BRIDGE 1236
BRIDGE 1231
RIVER RD.
ROSEDALE RD.
CLARK HILL RD.
GRABHORN RD.
SCHOLLS FERRY RD.
TUALATIN
BRIDGE 1227
Project Location
BRIDGE 1224
SHERWOOD RD.
RIVER
BRIDGE 1223
WILSONVILLE RD.
VALLEY RD.

1981 S.B. On Ramp at Beaverton/ 934
Hillsdale Hwy. Sec. in Beaverton. (Grading and Paving)

9347

rll

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Washington | DIVISION<br>Oregon |
| DATE OF REPORT<br>12/19/83 | REPORT MADE BY 12-19-83<br>Thomas P. Lowe, Area Engineer | | PROJECT NO.<br>F-79(8) |
| COMPLETION DATE<br>11/10/81 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1/4/83 | TIME ELAPSED<br>93 % | CONTRACT TIME<br>60 days |
| APPROVED EXTENSIONS<br>-------- | LOCATION<br>See Below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SOUTHBOUND ON-RAMP @ BEAVERTON/HILLSDALE HWY
BEAVERTON - TIGARD HIGHWAY
Slide Repair

This project provided for correction of an embankment foundation slide on the subject on-ramp. A rock counterbalance was constructed, drainage restored, and new surfacing placed on the ramp.

The contract allowed 60 days to complete the work. The contractor used 56 days.

Contract work was completed November 10, 1981. Estimated final cost is very close to the project authorization of $80,000.

The project was constructed in accordance with the contract plans. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
DEC 21 '83
REFER TO [illegible]
FOR

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>Thomas P. Lowe<br>Original Signed by T. P. LOWE | SIGNATURE<br>Glenn K. Hossner<br>Original Signed by G. K. HOSSNER Field Operations Engineer |
| TITLE<br>Area Engineer · DATE 12/20/83 | TITLE<br>Field Operations Engineer · DATE 12/20/83 |

FORM FHWA-1446 B [illegible]

Previous Editions of PR-33E Will Not Be Used.

9347 2-1-83 file b

# REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
# ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Ross Bros. Const., Inc.<br>No. 9041 | Sager Cr. Br. & Kale Cr. Culvert<br>Clatsop County | Jan. 3, 1983 |
| Cascade Const. Co., Inc.<br>No. 9062 | NE Col. Blvd.-NE Weidler St. (Unit 1)<br>Multnomah County | Jan. 3, 1983 |
| COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co.<br>No. 9436 | Church Road-Pac. Hwy. West<br>Polk County | Jan. 4, 1983 |
| J. C. Compton Co.<br>No. 9241 | Elgin-Minam River Road<br>Union County | Jan. 4, 1983 |
| C.W. McCallum Const. Co.<br>No. 9347 | Southbound On Ramp @ Beaverton/Hillsdale Hwy.<br>Washington County | Jan. 4, 1983 |
| The Kaspac Corp. dba Kaspac Industries<br>No. 9382 | Jackson County Pavement Marking Project<br>Jackson County | Jan. 4, 1983 |
| East County Electric Co., Inc.<br>No. 9450 | Pac. Hwy. W. @ 12th St. (McMinnville)<br>Yamhill County | Jan. 4, 1983 |
| Ajax Electric Co.<br>No. 9430 | Beaverton/Hillsdale Hwy. @ SW 107th Ave.<br>Washington County | Jan. 4, 1983 |
| Schoolhouse R Electric<br>No. 9407 | Col. River Hwy. @ W. Rainier Dike Rd. (Rainier)<br>Columbia County | Jan. 5, 1983 |
| A.K. Lundmark & Son, Inc.<br>No. 9442 | Rock Creek Bridges<br>Washington County | Jan. 5, 1983 |
| Hannan Bros. Const., Inc.<br>No. 9410 | Westport Ferry Slip<br>Clatsop County | Jan. 5, 1983 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hansen Electric Co., Inc.<br>No. 9208 | SW Murray Blvd. @ SW Walker Rd. (Beaverton)<br>Washington County | Jan. 6, 1983 |
| Joseph Garfas dba Schoolhouse R Electric<br>No. 9392 | Rogue Valley Hwy. @ Valley View Rd. (Talent)<br>Jackson County | Jan. 11, 1983 |
| D Mc D Corp.<br>No. 9377 | LaGrande/Baker Hwy. @ Pierce Lane<br>Union County | Jan. 12, 1983 |
| F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V.<br>No. 9303 | NCL-Main St. (Rogue River)<br>Jackson County | Jan. 18, 1983 |
| Hamilton Electric, Inc.<br>No. 9105 | SW Macadam Ave.-SW Hamilton Court<br>Multnomah County | Jan. 20, 1983 |
| R. A. Hatch Co.<br>No. 9227 | Cedar Hills Blvd.-Sylvan Intchge.<br>Washington & Multnomah Counties | Jan. 21, 1983 |
| D & D Paving Co.<br>No. 9319 | 35th Ave. Realign. @ Silverton Rd.<br>Marion County | Jan. 21, 1983 |
| Ross Bros. Const., Inc.<br>No. 9441 | UPRR & Frontage Rd. O'Xing. (The Dalles)<br>Wasco County | Jan. 24, 1983 |
| Eagle-Elsner, Inc.<br>No. 9457 | Oswego Hwy. @ Marylhurst College Entrance<br>Clackamas County | Jan. 24, 1983 |
| Fabricators, Inc.<br>No. 9301 | Davis Slough-Bullards Bridge<br>Coos County | Jan. 25, 1983 |
| Western Mixing Co.<br>No. 9307 | Painted Hills Rd.-Mitchell<br>Wheeler County | Jan. 26, 1983 |
| Swanston Equipment Co.<br>No. 9384 | Lane County Pavement Marking Project #5<br>Lane County | Jan. 27, 1983 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Electric Corp.<br>No. 9460 | Pac. Hwy. E. @ Grimm Road<br>Marion County | Jan. 27, 1983 |
| Hi-Land Const., Inc.<br>No. 9518 | Grass Butte Rock Production<br>Crook County | Jan. 31, 1983 |
| Morse Bros., Inc.<br>No. 9458 | Condon Rock Production<br>Gilliam County | Jan. 31, 1983 |

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

-- 9347

January 27, 1983

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

COM 5
#9347

Gentlemen or Ladies:

On January 10, 1983, we wrote to you concerning release of final payment on Contract No. 9347 awarded to C. W. McCallen Construction Co., for work on the Southbound On Ramp at Beaverton-Hillsdale Highway Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $2,051.36 and the total contract amount is $81,547.16 including $1,135.41 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: C. W. McCallen Construction Co.
8475 S.W. Murray
Beaverton, OR 97005

Great American Insurance Company
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9347 CL-82-222

files B

bc: Sec'y of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FILED
NOV 30 1982
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:

November 29, 1982

Coral Construction Company
P. O. Box 347
Wilsonville, OR 97070

CON 5
#9347

**Attention:** Robert Deane Clapperton
Vice President

Gentlemen:

This will acknowledge the Notice of Claim letter dated November 22, 1982, concerning the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Coral Construction Company |
| AMOUNT: | $4,200 |
| FOR: | Guardrail |
| AGAINST (Prime Contractor) | C. W. McCallen Construction Co. |
| CONTRACT NO.: | 9347 |
| PROJECT: | Southbound onramp at Beaverton-Hillsdale Highway, Beaverton-Tigard Highway, Washington County |
| SURETY: | Great American Insurance Company |
| AGENT: | Wells-Reed-Wood-West Company |

We note that you have advised the surety and the prime contractor of this claim. We will forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: C. W. McCallen Construction Co.
8475 S.W. Murray
Beaverton, OR 97005

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington St.
Portland, OR 97205

NOTED ON
12-6-82 dc

**Coral Construction Company**
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS
P.O. Box 347
Wilsonville, Oregon 97070
Phone (503) 682-2252

November 22, 1982

Oregon State Highway Division
121 Transportation Bldg.
Salem, OR 97310

Attn: Cecil Head

Gentlemen:

Notice hereby is given that the undersigned, Coral Construction Company, an Oregon Corporation, has a claim for guardrail on Oregon State Highway Division Contract No. 9347, S.B. on Ramp at Beaverton/Hillsdale Highway Section in the sum of Four Thousand Two Hundred and no/hundredth Dollars ($4,200.00) against the bond taken from C. W. McCallen Construction and Great American Insurance Co., for the Grading, Paving, and Slide Repair of Oregon State Highway Division Contract No. 9347, S.B. on Ramp at Beaverton/Hillsdale Highway Section of Beaverton-Tigard Highway in Washington County.

CORAL CONSTRUCTION COMPANY

By Robert Deane Clapperton
Robert Deane Clapperton,
Vice President

CC: C. W. McCallen Construction
Great American Insurance
Wells-Reed-Wood-West Company

RECEIVED
NOV 23 1982
CO[illegible] [illegible]GES
DEPARTMENT OF TRANSPORTATION

9347

1859

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**FILED**
MAR 18 1982
NORMA PAULUS
SECRETARY OF STATE

4

March 16, 1982

CL-82-41

RECEIVED
MAR 18 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:

CON 5
#9347

AGC - Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen:

This will acknowledge your Notice of Claim dated March 5, 1982, for fringe benefits due to the employees of C. W. McCallen Construction Company under the jurisdiction of the International Union of Operating Engineers, Local No. 701, in the amount of $1.533.41 plus liquidated damages of $166.07 and interest.

The claim appears to be in reference to Contract No. 9347 with C. W. McCallen Construction Company for work on the southbound onramp at the Beaverton-Hillsdale Highway in Washington County.

As you know, Great American Insurance Company through Wells-Reed-Wood-West Company furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We note that you have filed this claim directly with the Secretary of State.

Please advise this office when the claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 19 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js
cc: C. W. McCallen Construction Co.
8475 S. W. Murray
Beaverton, OR 97005

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington St.
Portland, OR 97205

4-1-82 dmc

bc: ✓ Secretary of State - Please advise on the attached copy of this letter your filing number and date of the enclosed claim. This claim was filed directly with you by AGC.

ADMINISTERED BY ASSOCIATED ADMINISTRATORS, INC
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 222 591 522

March 10, 1982

Great American Insurance Co.
PO Box 21109
Seattle, Wash. 98111

Re: Project #9347, Southbound on-ramp at Beaverton Hillsdale Highway
General Contractor: C. W. McCallen Construction Co.
Surety: Great American Insurance Co.

Gentlemen:

Enclosed you will find Notice of Claim on Public Works Bond regarding the above project. Copies of the claim have been mailed to the Secretary of State and Oregon Department of Transportation.

I would appreciate hearing from you regarding this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
Enclosures
cc: Secretary of State RRR#P 222 591 514
Department of Transportation RRR#P 222 591 517
Delinquency Committee
Jerome B. Buckley, Jr.
C. W. McCallen Construction Co. RRR#P 222 591 51

CERTIFIED
P 222 591 517

I.U.O.E.
Local 701

A.O. INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701

Employer Trustees

Union Trustees

1208 S.W. 13th AVE • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3165 • MAILING ADDRESS PO B

CERTIFIED MAIL RETURN RECEIPT REQUESTED

# NOTICE OF CLAIM ON PUBLIC WORKS BOND

TO: State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS TRUST FUNDS has a claim for fringe benefits due to the employees of C. W. McCALLEN CONSTRUCTION CO., under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the sum of ONE THOUSAND FIVE HUNDRED THIRTY THREE and 41/100 DOLLARS ($1,533.41) contributions for September, 1981 through November, 1981, together with liquidated damages of ONE HUNDRED SIXTY SIX and 07/100 DOLLARS ($166.07), and interest at the rate of twelve percent (12%) per annum from the date of delinquency until paid, against bond no. ________, issued on ________________, on which C. W. McCALLEN CONSTRUCTION CO., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and GREAT AMERICAN INSURANCE COMPANY, is the surety, for that project known as CONTRACT NO. 9347, SOUTHBOUND ON-RAMP AT BEAVERTON HILLSDALE HIGHWAY, Washington County, Oregon.

Dated: March 5, 1982

G & B MANAGEMENT SERVICES, INC.

By ______________________
Gary Harrison, Secretary - Treasurer
Administrator of AGC - Operating
Engineers Trust Funds
PO Box 4668
Portland, Oregon 97208
(503) 223-3185

9347

L.

March 2, 1982

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9347

Attention: Jon E. Morris
President

Gentlemen or Ladies:

Thank you for your letter of February 23 stating you have received payment for work performed on Contract No. 9347.

This is in connection with a claim filed recently in the amount of $5,949.58 for material, labor and equipment against C. W. McCallen Construction Company for work on the southbound onramp at Beaverton-Hillsdale Highway in Washington County.

We will notify the prime contractor and the surety that payment has been received. We will also clear our records concerning this claim.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: C. W. McCallen Construction Co.
8475 S.W. Murray
Beaverton, OR 97005

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

Great American Insurance Co.
Pacific NW Regional Office
P. O. Box 21109
Seattle, WA 98111

ED C
3-2-82 lmc

**Cascade Construction Company, Inc.**

**General Contractors**
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

*Equal Opportunity Employer*

February 23, 1982

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen, Commission Service

RE: C. W. McCallen Construction Company
OSHD 9347 S. Bound Ramp at Beaverton Hillsdale Hwy.

Gentlemen:

February 16, 1982 Cascade wrote requesting information about the bond of C. W. McCallen Construction Company for the above project. This is to inform you that this date Cascade was paid in full for work performed on contract No. 9347 and has no further claim against C. W. McCallen Construction Company, the Department of Transportation or the surety company. We appreciate your assistance in this matter.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

CC: C. W. McCallen
Great American Insurance Co.
Wells-Reed-Wood-West Co.

JEM/rcb

RECEIVED
FEB 24 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

CL 82-24 9347

files

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 22 1982
NORMA PAULUS
SECRETARY OF STATE

February 19, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9347

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Attention: Jon E. Morris, President

RECEIVED
FEB 22 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge receipt of your letter of February 16, 1982, stating that you furnished material, labor and equipment to C. W. McCallen Construction Company in the amount of $5,949.58.

Your claim letter also states this is in reference to the C. W. McCallen Construction Company Contract No. 9347 for work on the southbound onramp at the Beaverton-Hillsdale Highway in Washington County.

Great American Insurance Company through Wells-Reed-Wood-West Company furnished the bond on this contract. We will advise them of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: C. W. McCallen Construction Co.
8475 S.W. Murray
Beaverton, OR 97005

Great American Insurance Co.
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

Wells-Reed-Wood-West Co.
720 S.W. Washington
Portland, OR 97205

IED

2-24-82 dmc

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

**Cascade Construction Company, Inc.**
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
*Equal Opportunity Employer*

February 16, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen, Commission Service

RE: C. W. McCallen Construction Company
OSHD 9347 S. Bound Ramp at Beaverton Hilldale Hwy.

Gentlemen:

Cascade Construction Company, Inc. furnished material, labor and equipment to C. W. McCallen Construction Company for the above project for CTB, cement and asphaltic paving in October 1981. Notice is hereby given that Cascade has a claim against the bond taken from C. W. McCallen Construction in the amount of $5,949.58 which represents the unpaid balance of work performed. Please furnish us with the pertinent information regarding surety information so we may officially notify McCallen's surety company.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: C. W. McCallen Construction Company
8475 S. W. Murray Blvd.
Beaverton, Oregon 97005

RECEIVED
FEB 17 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

9347 C,

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.B. On-Ramp at Beaverton /Hillsdale Hwy.

WEEK ENDING: 2-13-82

SECTION PREFIX: 134-1058

HIGHWAY: Beaverton-Tigard

COUNTY: Washington

NAME OF JOB: S.B. On-Ramp at Beaverton/Hillsdale Hwy.

KIND OF WORK: Slide Correction

CONTRACTOR: C. W. McCallen Construction Co.

CONTRACT NUMBER: 9347

FEDERAL AID PROJECT NUMBER: F-79(8)

DATE OF CONTRACT: Sept 3, 1981

DATE WORK STARTED: Sept 8, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 56

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93.3

PROJECT AUTHORIZATION: $87,675.51

EXCLUSIVE OF ENGINEERING: $80,018.26

ENGINEERING AUTHORIZATION: $7,657.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $84,902.72

ENGINEERING COST TO DATE: $8,039.82

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101.6

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 6.1 %

PERCENT OF AUTHORIZATION: 105 %

DATE PROJECT WAS COMPLETED: 11-10-81

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | No Time Charged | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

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RECEIVED
FEB 17 1982
CONSTRUCTION
BRANCH

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project was completed on Nov 10, 1981 the semi-final requires the contractor to submit more data to be completed.

Construction
Region
File
FHWA

SIGNED ______ LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

9347

2

January 25, 1982

Mr. Millard M. Becker
Attorney at Law
414 Commonwealth Building
421 S.W. Sixth Avenue
Portland, OR 97204

CON 5
#9347

Dear Mr. Becker:

This will acknowledge a Release of Bond Claim dated January 20, 1982, signed by your client, L. H. Cobb Crushed Rock, Inc., which we received from C. W. McCallen Construction Company.

This was in connection with a claim filed on December 23, 1981, by L. H. Cobb in the amount of $32,019.30 against C. W. McCallen Construction Company on Contract No. 9347 for work on the Southbound Onramp at Beaverton-Hillsdale Highway in Washington County.

We will notify the contractor and his surety of the Release of Claim.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment
FKN:dmc

cc: C. W. McCallen Construction Co.
8475 S.W. Murray Boulevard
Beaverton, OR 97005

Wells-Reed-Wood-West Co.
720 S.W. Washington
Portland, OR 97205

Great American Insurance Co.
99 John Street
New York, NY 10038

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

NOTED ON CARD
1-25-82 dmc

# RELEASE OF BOND CLAIM

TO: The Department of Transportation
State of Oregon
Comission Services
Transportation Building
Salem, Or 97310

Norma Paulus, Secretary of State
State Capitol
Salem, Oregon 97310

This will certify that the undersigned claimant, for valuable consideration, does hereby release and discharge a certain Public Works Notice of Bond Claim filed with the Department of Transporation and the Secretary of State of Oregon, said bond claim being described as follows:

1. Claimant is L.H. Cobb Crushed Rock, Inc.

2. The contractor against whom the Claimant asserted claim is C.W. Mc Callen Construction Co.

3. The work was done on contract #9347 "S-Bound Ramp and Beaverton/Hillsdale Highway".

4. Amount of claim: $32,019.30.

5. Bonding company of surety against whom claim is made is Great American Insurance Co. of Seattle, Washington.

Dated this 20th day of January, 1982.

L.H. COBB CRUSHED ROCK, INC.,
Claimant

By L H Cobb, Pres
Title:

RECEIVED
JAN 21 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9347

STATE COPY L

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>2-76 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Washington |
| MODIFICATION NUMBER<br>1 | 1/20/82 | Project Number<br>F-79(8) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 6, 1981, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $86,530.00 | $ 93,286.00 |
| Federal funds | $76,302.00 | $ 82,259.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of January, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By DK Hllock

Asst. State Hwy. Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon January 11, 1982

Federal Aid Project
No. F-79(8)

S. Bd. on Ramp @ Beaverton/Hillsdale Hwy. Section
Beaverton-Tigard Highway
Washington County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y006
Shoulder Improvement

| | | | |
|---|---|---|---|
| Subtotal of previous estimate of Sept. 10, 1981 | | | $75,572.50 |
| **Previous Estimate** | | | |
| Stone Embankment | 1,800 Cu. Yd. | 6.00 | $10,800.00 |
| **Revised Estimate** | | | |
| Stone Embankment | 2,926 Cu. Yd. | 6.00 | $17,556.00 |
| | | Increase | $ 6,756.00 |
| | | SUBTOTAL | $82,328.50 |
| | | Engineering | 10,957.50 |
| | | TOTAL | $93,286.00 |

Length of Project -------- 0.00 mi.

| | |
|---|---|
| Federal Funds ------------ | $82,259.00 |
| State Funds -------------- | 11,027.00 |
| TOTAL | $93,286.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9347 |
| Prefix: | 134-1917 |
| Prefix: | 134-1058 |

9347

STATE COPY

|  |  |  |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-14 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>10-6-81 | STATE<br>Oregon<br>COUNTY<br>Washington<br>PROJECT NO.<br>F-79(8) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

S. Bd. on Ramp at Beaverton/Hillsdale Hwy.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) |  |  |
| PRELIMINARY ENGINEERING |  |  |
| RIGHTS-OF-WAY |  |  |
| CONSTRUCTION | 8-19-81 | 0.00 |
| OTHER *(Specify)* |  |  |

FUNDS PRO RATA 88.18%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 86,530.00 | $ 76,302.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Hwy. Engineer
*(Title)*

XXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator OCT 6 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 10, 1981

Federal Aid Project
No. F-79(8)

S. Bd. On Ramp at Beaverton/Hillsdale Hwy. Section
Beaverton-Tigard Highway
Washington County

## PROJECT AGREEMENT ESTIMATE

Type Code Y006
Shoulder Improvement

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 2,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 900.00 |
| Temporary Signs | 37 Sq. Ft. | 23.00 | 851.00 |
| Temporary Barricades | 2 Each | 9.00 | 18.00 |
| Flagmen | 160 Hour | 26.50 | 4,240.00 |
| Clearing and Grubbing | | All Required | 1,000.00 |
| Removal of Structures and Obstructions | | All Required | 500.00 |
| Ditch Excavation | 120 Cu. Yd. | 4.50 | 540.00 |
| Embankment in Place | 3,670 Cu. Yd. | 7.50 | 27,525.00 |
| Stone Embankment | 1,800 Cu. Yd. | 6.00 | 10,800.00 |
| Finishing Roadbed and Slopes | | All Required | 1,000.00 |
| Aggregate Base | 65 Ton | 9.50 | 617.50 |
| Treated Base Mixture | 250 Ton | 17.90 | 4,475.00 |
| Cement in Treated Base Mixture | 14 Ton | 97.00 | 1,358.00 |
| Class "B" Asphalt Concrete | 80 Ton | 36.00 | 2,880.00 |
| Filter Fabric | 830 Sq. Yd. | 1.60 | 1,328.00 |
| Guard Rail, Type 2 | 400 Lin. Ft. | 17.00 | 6,800.00 |
| Drainage Curbs | 400 Lin. Ft. | 2.50 | 1,000.00 |
| Roadside Seeding & Mulching | | All Required | 3,000.00 |
| Excelsior Erosion Matting | 2,900 Sq. Yd. | 1.10 | 3,190.00 |
| | | | $ 74,022.50 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 800.00 |
| Roadside Seeding and Mulching | All Required | 750.00 |
| | | $ 1,550.00 |
| | SUBTOTAL | $ 75,572.50 |
| | Engineering | 10,957.50 |
| | TOTAL | $ 86,530.00 |

Length of Project -------------- 0.00 mi.

Work Retained in Program Status

| | | | |
|---|---|---|---|
| Adjust Electrical Conduit | All Required | $ | 1,000.00 |

| | |
|---|---|
| Federal Funds ------------------ | $76,302.00 |
| State Funds --------------------- | 10,228.00 |
| TOTAL | $86,530.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9347 |
| Prefix | 134-1917 |
| Prefix | 134-1058 |

~~[illegible]~~ 9347

2

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 15 1982
NORMA PAULUS
SECRETARY OF STATE

January 14, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9347

RECEIVED
JAN 15 1982
NORMA PAULUS
SECRETARY OF STATE

Mr. Hillard H. Becker
Attorney at Law
414 Commonwealth Building
421 S.W. Sixth Avenue
Portland, OR 97204

Dear Mr. Becker:

This will acknowledge your letter of December 23, 1981, with attached Notice of Claim on behalf of L. H. Cobb Crushed Rock, Inc., indicating that C. W. McCallen Construction Company owes them for labor and material in the amount of $32,019.30 plus interest.

The claim states this is in reference to the C. W. McCallen Construction Company Contract No. 9347 for work on the Southbound Onramp at Beaverton-Hillsdale Highway in Washington County.

The Great American Insurance Company through Wells-Reed-Wood-West Company furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We note that you have filed this claim directly with the Secretary of State.

Please advise this office when your client's claim has been settled.

Sincerely,

Robert Gornsen

Robert W. Gornsen
COMMISSION SERVICES

js

cc: C. W. McCallen Construction Co.
8475 S.W. Murray Boulevard
Beaverton, OR 97005

Wells-Reed-Wood-West Co.
720 S. W. Washington
Portland, OR 97205

Great American Insurance Co.
99 John Street
New York, NY 10038

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

NOTED ON
1-20-82 lmc

bc: Secretary of State - Please advise us of your filing date and number on the attached copy of this letter. Attached is a copy of the claim for reference.

✓

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226-1162

December 23, 1981

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO.

Department of Transportation 0398083
State of Oregon
Commission Services
Transportation Building
Salem, Oregon 97310

Norma Paulus, Secretary of State 0398084
State Capitol
Salem, Oregon 97310

Re: Public Works Bond Claim -
L.H. Cobb v. Great American
Insurance Company

Dear Sir or Madam:

Enclosed for filing is a claim against bond taken for a public works project.

Very truly yours,

Millard M. Becker

kg

enclosure

cc: L.H. Cobb

[illegible]
No.
MAIL

# NOTICE OF CLAIM

## CHAPTER 249, OREGON REVISED STATUTES

TO: Department of Transportation
State of Oregon
Commission Services
Transportation Building
Salem, Oregon 97310

Norma Paulus, Secretary of State
State Capitol
Salem, Oregon 97310

The following is a claim on the Surety Bond of a Contractor engaged in a public works project and the following information is submitted in support of said claim:

1. The name of the undersigned claimant is: L.H. Cobb Crushed Rock, Inc.

2. The name of the contractor against whom claimant asserts this claim is: C.W. McCallen Construction Company

3. The work done, materials furnished, or labor and material furnished for the public works project by Claimant at the request of contractor is: The rock products furnished for contract #9347."S-Bound on ramp & Beaverton/Hillsdale Highway".

4. The amount of the claim asserted by claimant against contractor for labor and/or materials furnished to the public works project is: $32,019.30.

5. The project on which contractor has the contract and the name of the public body is: Contract #9347 "S-Bound on ramp & Beaverton/Hillsdale Highway".

6. The bonding company (surety) who has bonded the performance of contractor and the payment of contractor's obligations on the public works project mentioned above is: Great American Insurance Company, P. O. Box 21109, Seattle, Wa 98111.

Claimant claims against the bond taken from the contractor as principal and the bonding company (surety) as surety for the sum of $32,019.30 with interest thereon at the rate of 9% per annum from October 21, 1981 until paid, the date when all sums became due and payable from contractor to claimant, the above described bond being taken for the said work of construction of the public improvement or project listed in paragraph 5 above.

Dated this 23rd day of December, 1981.

L.H. COBB CRUSHED ROCK, INC., Claimant

By L H Cobb
L.H. Cobb, President

9347

8-19-81

L.

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-79(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10142

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE August 19, 1981

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:
South Bound On Ramp at Beaverton -Hillsdale Highway Section

11. GENERAL DESCRIPTION OF WORK
Grade, Drain and High Type Pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

| | |
|---|---|
| Permanent Pavement Striping S.F. | $800 |
| Roadside Seeding & Mulching | 750 |

13. REMARKS

As requested and justified in Mr. Swan's letter of 8-14-81 I concur that it is in the public interest to approve this project for a two week advertisement period.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 14, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $95,600 - Federal Funds $84,299.

A signed copy of the Title Sheet is returned herewith.

(This project is funded from 20% limitation)

RECEIVED
STATE HWY ENGR
AUG 20 '81
REFER TO
[illegible]
FOR

orig to

8/20

14. DATE 8-19-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9347

[illegible]
and
Circulate

PPG
[illegible]
7873
v
WJM
JOB

**MEMO TO THE FILES** **August 18, 1981**

Jack Sullivan
Specifications Engineer

Expedite Contracts

#9361
#9357
#9347

Specifications for three upcoming projects include the following or similar language under subsection 103.08:

"103.08 Restrictions on Commencement of Work - In order to give the low bidder as many working days as possible to complete this project within the specified time for completion of the work as set forth in subsection 108.08 of these special provisions, the State will expedite the award and execution of the Contract Documents.

copy 5-1
Pro

"If the low bid is accepted, Contract Documents will be mailed to the low bidder on the same day the bids are opened. Bidders should be prepared to have their surety sign the Performance Bond and their corporation officers available to expedite execution of the Contract. The State is prepared to execute the Contract immediately upon receiving it from the contractor. This procedure will allow the contractor to commence construction operations the following week."

done
fw

It is necessary to expedite the award of the contracts on these projects in order to complete the work this fall or because of working in the stream restrictions. These projects and their letting dates are:

(1) S.B. On Ramp at Beaverton/Hillsdale Hwy.; September 3 — 9347
(2) Germantown Rd. at Cornelius Pass Rd.; September 17 9357
(3) Glencoe Rd. and West Union Rd. (North Plains); September 17. 9361

JS:fw
cc: D. H. Moehring
J. H. Versteeg
Jack Sollis
R. W. Gormsen
Kay Turner
Ed Johnsen
Steve Macnab

9347

144

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L [illegible]

~~Bitt~~

1/2

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline
SECTION Southbound On-Ramp @ Beaverton/Hillsdale Hwy
Highway Beaverton-Tigard
County Washington Region I
Type of Work G-P-Slide Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const Noise ✓

2 Exc

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

9341

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1981

In Reply Refer to
File No.:

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10142
Project No. F-79 (8)
S. Bound On Ramp @ Beaverton-Hillsdale Hwy. Section
Washington County

Attached data consists of PR-1 forms with project maps.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1, 1981.

DRH/lms
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
Ed Hardt (Region 1)
✓ General Files

Form 734-3122

9347 2.

STATE OF OREGON INTEROFFICE MEMO

TO: Duane O. Christensen
Acting Road Design Engineer

DATE: June 12, 1981

FROM: D.H. Moehring
Asst. State Hwy. Engineer

SUBJECT: Rescheduled Projects

NOTED
E. S. HUNTER

The following projects have been moved from the July 9th and 23rd Lettings and rescheduled for the August 20th Letting due to lack of available federal funds:

| Prefix | Highway | Section | Estimate |
|---|---|---|---|
| 610-1991 | Pacific | Elkhead Rd.-Rice Hill (N. Bd. Intchge.) | $2,277 |
| 134-1917 | Beaverton-Tigard | S.B. on Ramp at Beaverton-Hillsdale Hwy. | 244 |
| 115-1984 | Lake of the Woods | Hanley Rd.-Fish Lake | 1,805 |
| 127-1974 | Willamina-Sheridan | Wallace Bridge-Willamina E.C.L. | 1,368 |
| 320-1947 | River Rd. | Riviera Transit Station | 565 |

KO:bkc

Copy - E.S. Hunter 6-18-81

RECEIVED
TECHNICAL SERVICES
JUN 18 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

tains
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erials
5-1387

9347

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

4-29-81

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX 126-1904

### IDENTIFICATION

PROJECT NAME: Southbound On-Ramp @ Beaverton-Hillsdale Hwy.

HIGHWAY NAME: Beaverton-Tigard Hwy.

HIGHWAY NUMBER: 144

| | | | |
|---|---|---|---|
| REGION<br>1 | ADMINISTRATIVE DISTRICT<br>2A | COUNTY<br>Washington | CITY<br>Beaverton |
| LENGTH<br>0.1 mi. | MILEPOST NUMBER<br>1.8 TO 1.9 | ☐ RURAL | ☒ URBAN |

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER slide repair

PROJECT DESCRIPTION

There is a slope failure of the fill material supporting the southbound on-ramp to the Beaverton-Tigard Highway from the Beaverton-Hillsdale Hwy.

This project will remove approx. 4,000 yds. of failed material, install a water drainage system, and replace the fill with suitable granular embankment.

New pavement will be required where the surface has slipped away because of the slide.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 7 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

### 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1981 - 10,000 (ramp count)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 14,500

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☐ | ☒ | ☐ | ☐ |

DESIGN SPEED (MPH)

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E Terpin
Location Engineer
Date 4/29/81

FORM 734-1730 (12-78) Page 1

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 1 - 16' | Same |
| SHOULDERS | 4' and 6' | Same |
| MEDIANS | — | — |
| PARKING LANES | — | — |
| SIDEWALKS | — | — |
| BIKEWAYS | — | — |
| INTERCHANGES | — | — |
| OTHER: | — | — |

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ | Right of Way (cont.)<br>Improvements | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ | Separated | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ | Permits | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ | Drainage District | ☐ | ☒ | ☐ |
| River ______ | ☐ | ☒ | ☐ | Div. of State Lands | ☐ | ☒ | ☐ |
| Stream ______ | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ | Corps of Engineers | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ | DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing ____________ | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ |
| Utilities | ☐ | ☒ | ☐ |

Type ______________________________

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☒ | ☐ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☒ | ☐ |
| Requires Vicinity Map | ☐ | ☒ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

| | | TO BE PERFORMED BY | |
|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT |
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT–OF–WAY N/A | ☐ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 1.0 ) | 1.0 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | 3 |

| | | |
|---|---|---|
| RECOMMENDED CONSTRUCTION DATE | ____________ (Region) | July 23, '81 (Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| | | |

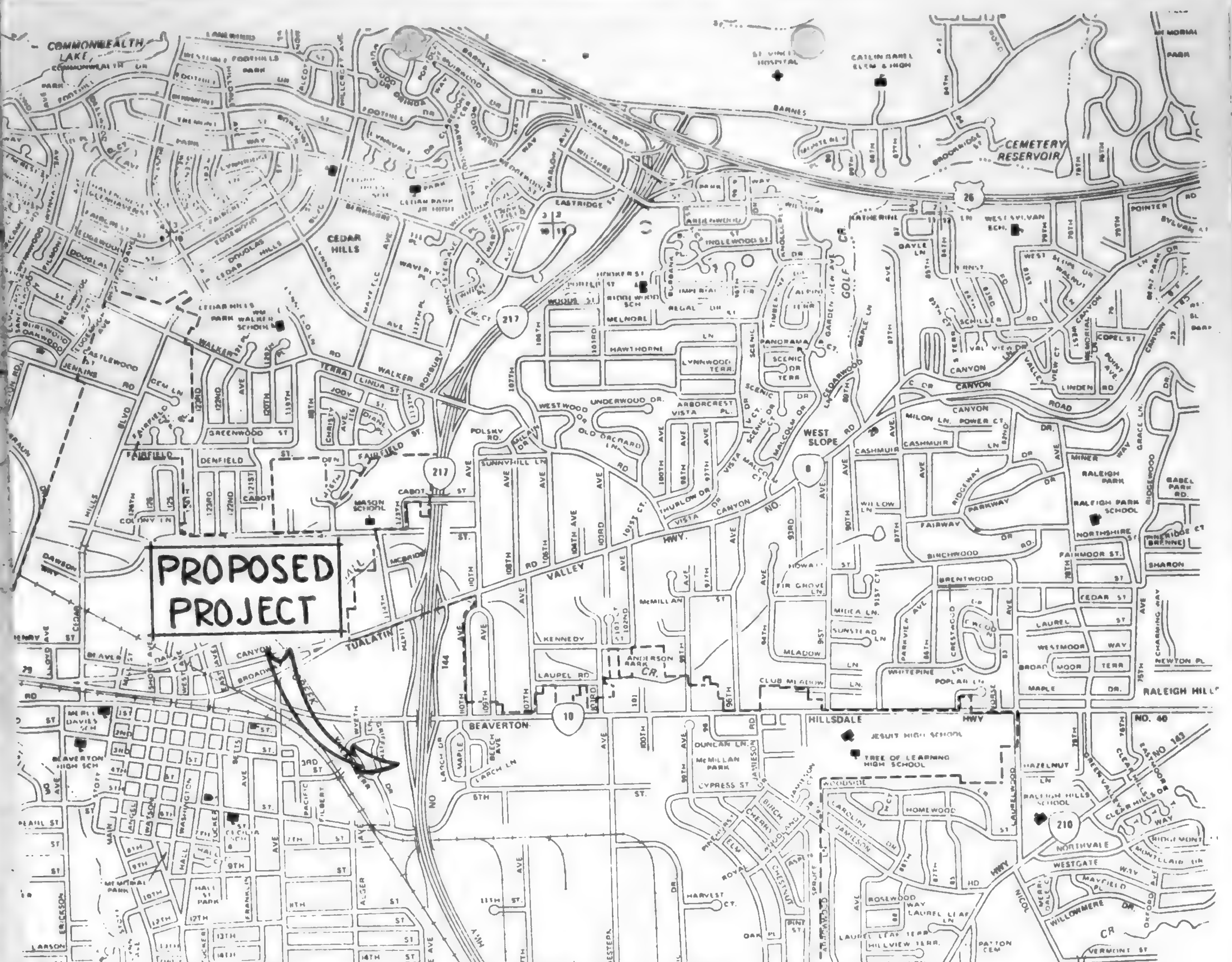
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | 8,600 | |
| RIGHT OF WAY | | |
| TRAFFIC CONTROL | | |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | | |
| ROADWAY | 136,000 | |
| OTHER ______ | | |
| ENGINEERING & CONTINGENCIES | | |
| PROJECT TOTAL | 144,600 | |

SUBMITTED BY ______________________


PROPOSED PROJECT
BEAVERTON
Pop. 28,100
COMMONWEALTH LAKE
CEDAR HILLS
WEST SLOPE
RALEIGH HILLS
CEMETERY RESERVOIR
TUALATIN
VALLEY
HWY.
CANYON
HILLSDALE
HWY
NO. 40
JESUIT HIGH SCHOOL
BEAVERTON HIGH SCH
PORTLAND GOLF CLUB
ORE EPISCOPAL SCHOOL
GARDEN HOME
PROGRESS
FANNO
CREEK
WHITFORD JUN HI SCH
LOOKINGGLASS PARK
RALEIGH PARK SCHOOL
MASON SCHOOL
VOSE SCHOOL
217
26
10
8
210

9347

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-28-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-79(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10142

6. TO

Mr. H. S. Coulter
Oregon State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-28-81

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:

South Bound on Ramp at Beaverton-Hillsdale Highway

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $8,600 - F.F. $7,580
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4-14-81.

RECEIVED
STATE HWY ENG
APR 30 '81
REFER TO
Moehring
FOR
Info [illegible] Act File

orig to:
4-30-81

14. DATE 4-28-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12 79)
PREVIOUS EDITIONS MAY BE USED

9347

March 12, 1981 PRO 6

TO: H.S. Coulter
State Highway Engineer

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Request
Slide Repair
Southbound On-Ramp @ Beaverton - Hillsdale Hwy.
Beaverton-Tigard Hwy.
Washington County

Attached for your approval is a project request for a slide repair on the above project.

The slide is about 300 feet long and 30 to 40 feet high. Half the width of the pavement is gone. Traffic is being maintained by a detour paved in the ditch area. The magnitude of the slide has increased since about the first of February and is threatening to close the ramp.

Primary funds may be available to do this work if we continue to receive bids as favorable as the February letting.

We concur with the request and if you approve, we have drafted a letter to the Transportation Commission for your use.

KO:bkc

NOTED
W. H. TEBEAU

M
Dm H.

9347

3-27-81

2.

# OREGON STATE HIGHWAY DIVISION
## PROJECT REQUEST

Date: 3/6/81

A. IDENTIFICATION:

Proposed Section: Southbound On-Ramp @ Beaverton-Hillsdale Hwy.
Region: 1
Highway: Beaverton-Tigard Hwy. St. Hwy. No. 144 M.P. 1.8 to M.P. 1.9 Length: 0.1 mi.
(Attach Sketch Map)
County(s): Washington
Proposed 6 YP FY 81
Recommended Construction Date: ASAP
Other
Method of Doing Work: Contract X St. Force

B. FINANCING

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing:

FAI ☐ , FAP ☒ , FAS ☐ , ST. CONST. ☐ , OTHER ☐

C. ROADWAY & TRAFFIC

| | Width | | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | No changes to existing roadway | | | | | | | | | |
| Proposed Facility: | | | | | | | | | | |

D. DEFINE THE PROBLEM: Slope failure of the fill material supporting the southbound on-ramp to the Beaverton-Tigard Hwy., from the Beaverton-Hillsdale Hwy.

E. PROPOSED SOLUTION: Remove approximately 4,000 cubic yards of failed material, install a water drainage system and replace the fill with suitable granular embankment.

F. REASON FOR REQUEST AT THIS TIME: Emergency repair needed to maintain traffic on the on-ramp.

G. COST ESTIMATE

| | |
|---|---|
| Roadway Work | $ 136,000 |
| R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___). | |
| Structures | |
| Other (Define) | |
| Preliminary Engineering (By Whom) Metro Branch | 9,000 |
| TOTAL | $ 145,000 |

H. REQUESTED BY: R. N. Bothman
Region Engineer or Section Head

Approval/Disapproval for 3/27/81
State Highway Engineer Date

Approval/Disapproval
~~Asst. Director for Operations~~ Date

Oregon Transportation Commission

Approval Date 3-25-81

Remarks & Action Taken:
3-30-81
orig to Swan
TAA

Form 731-1386 (2-79)

**STATE OF OREGON**
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**
Telephone: 238-8226
Date: March 6, 1981

TO: D. H. MOEHRING
Ass't State Highway

File No: 10012

FROM: R. N. BOTHMAN
Administrator

SUBJECT: Southbound On-Ramp @ Beaverton Hillsdale Hwy.
Beaverton-Tigard Hwy.
Washington County

Attached is our project request for a slide repair project to be added to the Six Year Program. The need to maintain traffic dictates that we should quickly move this work to contract.

District Engineer Bill Geibel reports that the slide area is approximately 300 feet long and 30 to 40 feet high. Half of the pavement width on the ramp is gone. Traffic is being temporarily maintained by a detour paved in the ditch area between the ramp and the freeway travel lanes. Approximately 4,000 cubic yards of material must be removed and replaced with a suitable granular embankment to solve this slide problem.

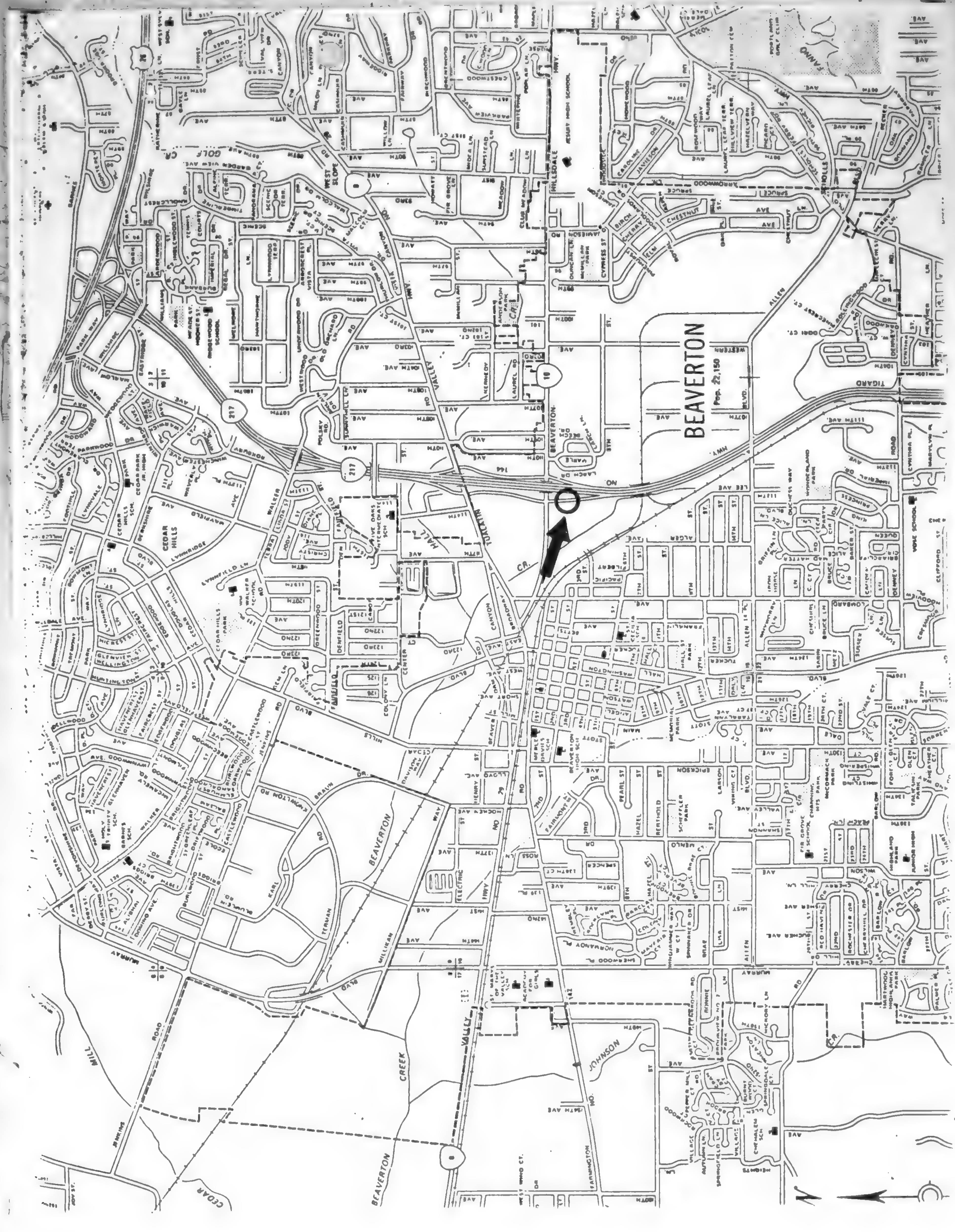
There has been a minor slope failure here in the past. However, since about the first of February, the magnitude of the slide has increased to where it now threatens to close the on-ramp.

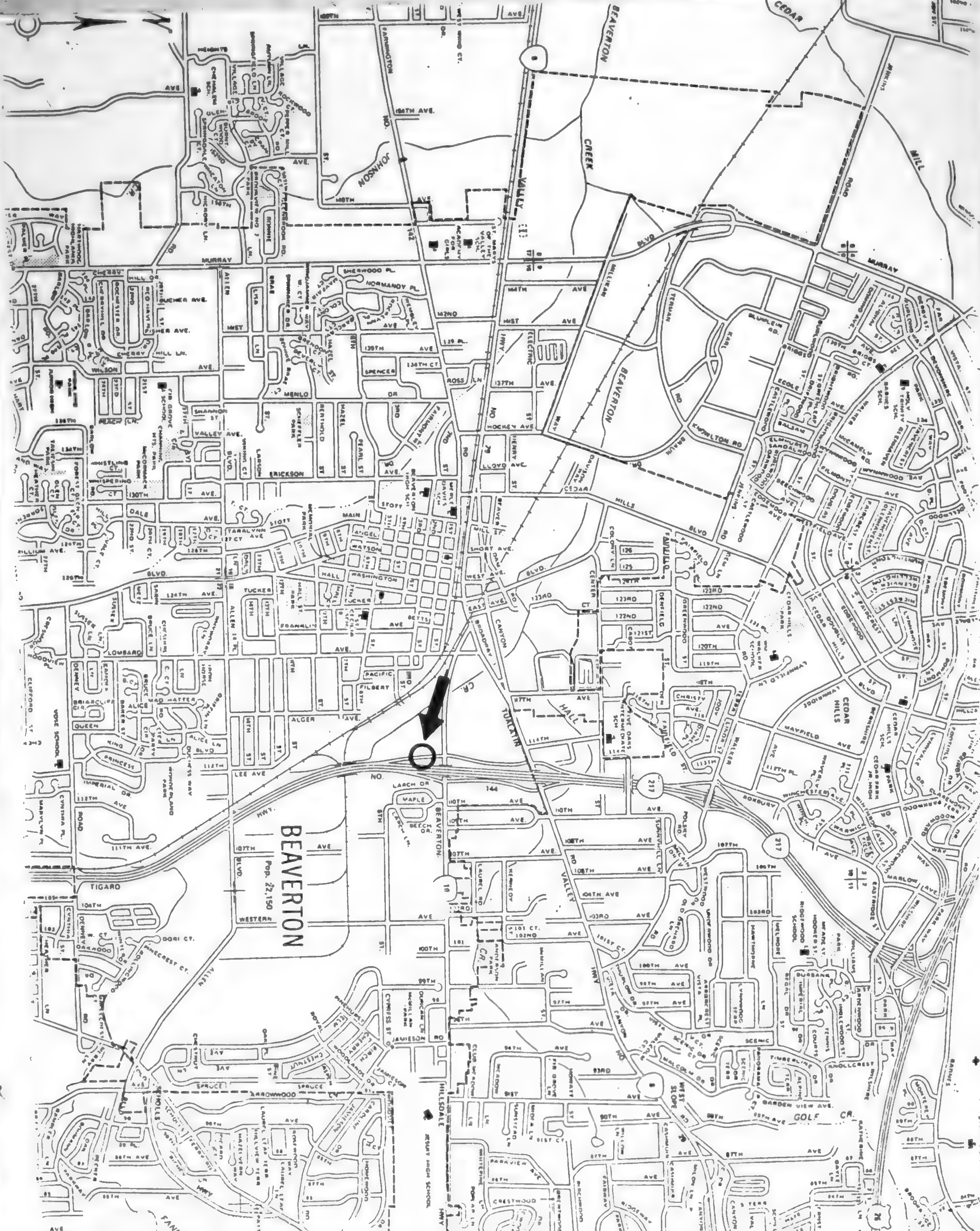
We are proceeding to prepare a PE programming packet assuming commission approval of this urgent project.

RNB/ECM/po

cc: E.L. Hardt
T.A. Spence
J. Rose
W. Geibel

Attachment


BEAVERTON
Pop. 22,150
CEDAR HILLS
WEST SLOPE
HILLSDALE HWY.
BEAVERTON-HILLSDALE HWY.
TUALATIN VALLEY HWY.
CANYON RD
CEDAR HILLS BLVD
ALLEN BLVD.
WESTERN
TIGARD
MURRAY
FARMINGTON
JOHNSON
BEAVERTON CREEK
CEDAR MILL
BEAVERTON HIGH SCH.
217
8
10


BEAVERTON
Pop. 22,150
BEAVERTON
CREEK
CEDAR
MILL
JOHNSON
VALLEY
HWY
MURRAY
BLVD
WALKER
RD
CEDAR HILLS BLVD
CEDAR HILLS
FARMINGTON RD
ALLEN BLVD
CANYON RD
HALL BLVD
TUALATIN VALLEY HWY
BROADWAY
WATSON
WASHINGTON
MAIN
FAIRFIELD
TUCKER AVE
FRANKLIN AVE
LOMBARD
DENNEY
ALGER
WESTERN AVE
LEE AVE
MAPLE
LARCH DR
TIGARD
SCHOLLS
ARROWOOD
SPRUCE
JAMIESON RD
HILLSDALE HWY
JESUIT HIGH SCHOOL
GOLF CR.
WEST SLOPE
ERICKSON
LLOYD AVE.
HOCKEN AVE
MENLO DR
SPENCER
ROSS LN.
ELECTRIC
SHERWOOD PL.
NORMANDY PL.
WILSON AVE.
PEACH LN.
VALLEY AVE.
DALE AVE
KNOWLTON RD
BRIGGS
MARLOW AVE
WINCHESTER AVE.
ROXBURY
MAYFIELD AVE
WOOD
CEDAR PARK JR. HIGH
CLIFFORD
VOSE SCHOOL
PRINCESS
QUEEN
KING
217
217
217
144
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26
NO.
HWY

9347 2

**DATE:** March 12, 1981 PRO 6

**TO:** OREGON TRANSPORTATION COMMISSION

**FROM:** H.S. Coulter
State Highway Engineer

**SUBJECT:** Finance Approval
Slide Repair Project

On the consent calendar for the March 24 meeting will be a request to add a slide repair project to our construction program.

The proposed project is located in Beaverton on the southbound on-ramp to the Beaverton-Tigard Highway from the Beaverton-Hillsdale Highway. The repair is urgently needed to keep further sliding from closing the ramp.

The estimated cost of $145,000 would be financed from Federal Aid Primary funds. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc
bc: F.B. Klaboe
R.W. Gormsen
D.G. Talbot
E.S. Hunter
R.N. Bothman
D.H. Moehring
C.T. Keasey
W.J. Hart
J.H. Versteeg
V.E. Skoog
E.L. Johnsen
Carl Nelson
GEORGE BELL

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

March 12, 1981

TO: H.S. Coulter
State Highway Engineer

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Request
Slide Repair
Southbound On-Ramp @ Beaverton - Hillsdale Hwy.
Beaverton-Tigard Hwy.
Washington County

Attached for your approval is a project request for a slide repair on the above project.

The slide is about 300 feet long and 30 to 40 feet high. Half the width of the pavement is gone. Traffic is being maintained by a detour paved in the ditch area. The magnitude of the slide has increased since about the first of February and is threatening to close the ramp.

Primary funds may be available to do this work if we continue to receive bids as favorable as the February letting.

We concur with the request and if you approve, we have drafted a letter to the Transportation Commission for your use.

KO:bkc

Form 734-3122

1981 Main St. @ Campbell St. 9348
(Baker) Sec. of the Baker-
Copperfield Hwy. (Traffic signal)

C&A 7480 4-21-81

9348

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>7-410 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Baker |
| PROJECT REPORT NUMBER | | |
| MODIFICATION NUMBER<br>4 | 7-23-86 | Project Number<br>HES-70(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 82,375 | $ 80,020 |
| Federal funds | $ 74,137 | $ 72,018 |
| Other revisions | | |

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 15, 1986

Federal-Aid Project No. HES-70(2)

Main St. @ Campbell St. (Baker) Section
Baker-Copperfield Highway
Baker County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | $ | 6,100.00 |

Type Code Y031
Traffic Signal (Main St. @ Campbell St.)

| | | | |
|---|---|---|---|
| Subtotal of previous estimate of April 20, 1983 | All Required | $ | 66,668.30 |
| | Engineering | | 7,251.70 |
| | Total | $ | 73,920.00 |

| | |
|---|---|
| Length of Project | 0.0 mi. |

### SUMMARY OF FUNDS (90.0%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| P.E. | 141 | $ 6,100.00 | $ 5,490.00 | $ 610.00 |
| Traf. Sigs. | 141 | 73,920.00 | 66,528.00 | 7,392.00 |
| Total | | $ 80,020.00 | $ 72,018.00 | $ 8,002.00 |

Group 1
Contract No. ~~9438~~ 9531
Prefix: 1-1966
Prefix: C09438

RLC:bkb

7348 STATE COPY 6

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | tate<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>4-99 | | County<br>Baker |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>4-22-83 | Project Number<br>HES-70(2) |
| MODIFICATION NUMBER<br>3 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5 , 19 82 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 75,395.00 | $ 82,375.00 |
| Federal funds | $ 67,855.00 | $ 74,137.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction costs, and adding SFO #5.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April , 19 83 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Gary A. Potter

Manager, Program Section
*(Title)*

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 20, 1983

Federal-Aid Project
No. HES-70(2)

Main St. @ Campbell St. (Baker) Section
Baker-Copperfield Highway
Baker County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 6,800.00 |

Type Code Y031
Traffic Signal (Main St. @ Campbell St.)

| | | |
|---|---|---|
| Subtotal of previous estimate of July 6, 1962 | All Required | $ 59,688.00 |

Previous Estimate

| | | |
|---|---|---|
| Grade, Pave, and Curb Work (OFFW #3) | All Required | $ 10,000.00 |

Revised Estimate

| | | |
|---|---|---|
| Grade, Pave, and Curb Work (OFFW #3) Final Cost | All Required | $ 14,480.30 |
| Furnish and Install Auxiliary output file in Controller (OFFW #5) | All Required | 2,500.00 |
| | | $ 16,980.30 |

| | |
|---|---|
| Increase | $ 6,980.30 |
| Subtotal | $ 66,668.30 |
| Engineering | 7,156.70 |
| Signal Controller Testing | 1,750.00 |
| | $ 75,575.00 |

Length of Project -------- 0.0 miles

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,800.00 | $ 6,120.00 | $ 680.00 |
| Traffic Signals | 75,575.00 | 68,017.00 | 7,558.00 |
| Total | $ 82,375.00 | $ 74,137.00 | $ 8,238.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9438 |
| Prefix: | 1-1966 |
| Prefix: | 1-1010 |

9348

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-193
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

July 19, 1982

State: Oregon
County: Baker
Project Number: HES-70(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 61,402.00 | $ 75,395.00 |
| Federal funds | $ 55,261.00 | $ 67,855.00 |
| Other revisions | | |

This modification is made for the following reasons: to include additional items of work, and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Program Management Engineer
(Title)

~~XX~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By ____________________
____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 6, 1982

Federal-Aid Project
No. HES-70(2)

Main St. @ Campbell St. (Baker) Section
Baker-Copperfield Highway
Baker County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 6,800.00 |

Type Code Y031
Traffic Signal (Main St. @ Campbell St.)

| | |
|---|---|
| Subtotal of previous estimate of October 5, 1981 | $ 47,688.00 |

Additional Items

| | |
|---|---|
| Grade, Pave and Curb Work (OFFW #3) | $ 10,000.00 |
| Curb & Sidewal Work (OFFW #4) | 2,000.00 |
| | $ 12,000.00 |

| | |
|---|---|
| Increase | $ 12,000.00 |
| SUBTOTAL | $ 59,688.00 |
| Engineering | 7,157.00 |
| Signal Control Testing | 1,750.00 |
| TOTAL | $ 68,595.00 |

Length of Project ------- 0.0 miles

### SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,800.00 | $ 6,120.00 | $ 680.00 |
| Traffic Signals | 68,595.00 | 61,735.00 | 6,860.00 |
| TOTAL | $75,395.00 | $67,855.00 | $7,540.00 |

Group 1 100%
Contract No. 9348
Prefix: 1-1966
Prefix: 1-1010

9348

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>10-53 | | County<br>Baker |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | Project Number<br>HES-70(2) |
| MODIFICATION NUMBER<br>1 | 10-9-81 | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 6,800.00 | $ 61,402.00 |
| Federal funds | $ 6,120.00 | $ 55,261.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 19 81.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec. Asst. to State Highway Engineer
*(Title)*

XXX By For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 5, 1981

Federal Aid Project
No. HES-70(2)

Main St. @ Campbell St. (Baker) Section
Baker-Copperfield Highway
Baker County

# REVISED PROJECT AGREEMENT ESTIMATE

## Type Code PE

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 6,800.00 |

## Type Code Y03
## Traffic Signal (Main St. @ Campbell St.)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | | All Required | $ 690.00 |
| Temporary Signs | 150 Sq. Ft. | 4.00 | 600.00 |
| Flagman | 40 Hour | 23.00 | 920.00 |
| Traffic Signal Installation, Complete | | All Required | 43,978.00 |
| | | | $46,188.00 |

## Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,000.00 |
| State Furnished Software | All Required | 500.00 |
| | | $ 1,500.00 |

| | |
|---|---|
| SUBTOTAL ---------------------------------- | $47,688.00 |
| Engineering -------------------------------- | 5,164.00 |
| Signal Controller Testing (Engr.) -------- | 1,750.00 |
| | $54,602.00 |

## Work Retained in Program Status

| | | |
|---|---|---|
| Grade, Pave and Curbs by State Forces | All Required | $10,000.00 |

Length of Project -------- 0.00 miles

## SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,800.00 | $ 6,120.00 | $ 680.00 |
| Traffic Signal | 54,602.00 | 49,141.00 | 5,461.00 |
| TOTAL | $61,402.00 | $55,261.00 | $6,141.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9348 |
| Prefix | 1-1966 (PE) |
| Prefix | 1-1010 (Const.) |

STATE COPY

No. 04-R2089

L.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>1-77 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>1-5-81 | Oregon<br>County<br>Baker<br>Project No.<br>HES-70 (2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 7, Main St. @ Campbell St. (Baker)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 12-10-80 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro Rata 90.0%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 6,800.00 | FEDERAL FUNDS<br>$ 6,120.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 1-5-81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 26, 1980

Federal Aid Project
No. HES-70 (2)

Main St. at Campbell St. (Baker) Section
Baker - Copperfield Highway
Baker County

Project Agreement Estimate

| | | |
|---|---|---|
| Type Code PE | | |
| Preliminary Engineering | | |
| Preliminary Engineering | All Required | $ 6,800.00 |
| | Total | $ 6,800.00 |

Length of project - - - - - - - - - - 0.0 mi.

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,800.00 | $ 6,120.00 | $ 680.00 |
| Retain in Program | | | |
| Contract Work | 65,000.00 | 58,500.00 | 6,500.00 |
| Total | $71,800.00 | $ 64,620.00 | $ 7,180.00 |

Group 1 - 100%
Prefix - 1-1966

9348 bi

cc: OSHD (L. W. RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>BAKER | DIVISION<br>OREGON |
| DATE OF REPORT<br>3-16-86 | REPORT MADE BY 3-16-86<br>DAVID B. CARTER, AREA ENGINEER | | PROJECT NO.<br>HES-70(2) |
| COMPLETION DATE (Actual)<br>6-10-82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>11-9-82 | TIME ELAPSED<br>176/200 = 88 % | CONTRACT TIME<br>200 CALENDAR DAYS |

LOCATION
INTERSECTION OF MAIN STREET AND CAMPBELL STREET IN THE CITY OF BAKER, BAKER COUNTY, OREGON.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAIN STREET @ CAMPBELL STREET SECTION
BAKER-COPPERFIELD HIGHWAY
Traffic Signal Installation

This project provided for the installation of a traffic actuated signal at the intersection of Main and Campbell Streets in the City of Baker.

The final cost of the original contract items was $46,026.90 or a 0.35 percent underrun of the contract bid amount of $46,188.80. The final cost of the project including all changes and engineering was $68,798.28 or a 1.1. percent overrun of the project authorization.

Inspection report no. 1 discusses State Force Orders nos. 3, 4, & 8. These orders were the significant items which caused the final cost of the project to exceed the original contract bid amount.

All participating work has been completed.

A final inspection of the completed work was made on September 1, 1982.

RECEIVED
STATE HWY ENGR
MAR 28 '86
REFER TO Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
W. E. SCHWARTZ ey 3/31

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed by ... Carter | | SIGNATURE Original Signed By ROBERT B. HATHAWAY Asst. Division Administrator | |
| TITLE AREA ENGINEER | DATE MAR 24 1986 | TITLE FIELD OPERATIONS ENGINEER | DATE MAR 26 1986 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

D

12-2-82

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Bugge Investment Co. dba Columbia West Materials & Constructors Co.<br>No. 9328 | N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp<br>Multnomah County | November 8, 1982 |
| Hi Lo Roads, Inc.<br>No. 9439 | Florence/Eugene Hwy. @ M.P. 10.3<br>Lane County | November 8, 1982 |
| Sims Electric, Inc.<br>No. 9348 | Main St.-Campbell St. (Baker)<br>Baker County | November 9, 1982 |
| E.H. Itschner Co.<br>No. 9461 | Shaniko Rock Production<br>Wasco County | November 9, 1982 |
| Linnco Electric Co.<br>No. 9394 | Pac.Hwy. E.@ Hayesville Dr. NE (Salem)<br>Marion County | November 9, 1982 |
| Olson's Mechanical & Heavy Rigging<br>No. 9517 | Catching Slough Bridge<br>Coos County | November 9, 1982 |
| Gresham Paving, Inc.<br>No. 9255 | N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham)<br>Multnomah County | November 9, 1982 |
| Schrader Const. Co., Inc.<br>No. 9119 | W. Intchge., Sellwood Bridge<br>Multnomah County | November 10, 1982 |
| Hertz Electric, Inc.<br>No. 9246 | SW Cedar Hills Blvd. @ SW Butner/Barnes Rd.<br>Washington County | November 15, 1982 |
| Sims Electric, Inc.<br>No. 9393 | Old Hwy. 20 @ "A" St. (Toledo)<br>Lincoln County | November 15, 1982 |
| Auburn Const. Co.<br>No. 9346 | McFee Cr. (Midway Rd.) Bridge<br>Washington County | November 16, 1982 |
| Tice Electric Co.<br>No. 9329 | Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access<br>Clackamas County | November 18, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Electric Corp.<br>No. 9449 | Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn)<br>Marion County | November 18, 1982 |
| Douglas S. Coats, Inc.<br>No. 9317 | Jordan Cr. (Danner) Bridge<br>Malheur County | November 22, 1982 |
| Stukel Rock & Paving, Inc.<br>No. 9229 | N. Klamath Falls Intchge.-Jct. Green Springs Hwy.<br>Klamath County | November 23, 1982 |
| Wildish Corvallis Construction Co.<br>No. 9353 | Corvallis/Lebanon Hwy. @ Seven Mile Lane<br>Linn County | November 30, 1982 |
| Nelson-Deppe, Inc.<br>No. 9300 | Powder River<br>Baker County | November 30, 1982 |
| Roseburg Paving, Inc.<br>No. 9215 | Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy.<br>Douglas County | November 30, 1982 |

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9348

November 12, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Ave. South C-3000
Federal Way, WA 98003

CON 5
#9348

Gentlemen or Ladies:

Contract No. 9348 awarded to Sims Electric, Inc. for traffic signal installation on the Main Street at Campbell Street (Baker) Section of the Baker-Copperfield Highway in Baker County was completed on November 2, 1982 and accepted by the State Highway Division on November 9, 1982.

Final payment in the amount of $1,000 will be released to the contractor after November 17, 1982. The total contract amount is $46,026.90 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Sims Electric, Inc.
721 S.E. Oak Street
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

9348 9-21-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-70(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10067

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/2/82

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 12

10. GENERAL LOCATION:
Main Street at Campbell Street (Baker) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install auxiliary output file in controller

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/2/82 as requested in Mr. Keasey's letter of 8/30/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $2,500 Federal Funds $2,250.

RECEIVED
STATE HWY ENGR
SEP 27 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 9/21/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9348

L

Report No. 26 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Main St. @ Campbell St.

WEEK ENDING: June 12, 1982

SECTION PREFIX: 1-1010

HIGHWAY: Baker-Copperfield

COUNTY: Baker

NAME OF JOB:

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Sims Electric, Inc.

CONTRACT NUMBER: 9348

FEDERAL AID PROJECT NUMBER: HES-70(2)

DATE OF CONTRACT: 9-23-81

DATE WORK STARTED: 12-8-81

ESTIMATED COMPLETION DATE: April, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1

SPECIFIED WORK DAYS: ---

WORK DAYS USED: ---

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 176

SPECIFIED COMPLETION DATE: None

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 68,056.51

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 62,112.71

ENGINEERING AUTHORIZATION: $ 5,943.80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,112.71

ENGINEERING COST TO DATE: $ 4,500.00

DATE PROJECT WAS COMPLETED: June 10, 1982

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 76 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | None | None | None | None | None |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | Fair | 1 | | |
| TUESDAY | Fair | 1 | | Resume work order issued 6/7/82 |
| WEDNESDAY | Fair | 1 | | |
| THURSDAY | Fair | 1 | | Completion date |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
JUN 1[illegible] 1982
CONSTRUCTION SECTION

CE K
CAE
FOE
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SCS
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CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | Cutting pavement for loops and lead cable to controller, and installing wire. |
| TUESDAY | Completed cutting pavement and installation of loops and lead cable to controller. |
| WEDNESDAY | Grouting in pole bases, checking wiring, programing signal heads, and general clean up.<br>State Electrical inspector reviewed project and found everything okay. |
| THURSDAY | Signals turned on at 11:00 AM .<br>Removed existing poles, span wire, etc. and stockpiled same in State Maintenance yard.<br>Completion date. |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Status: Signals activated at 11:00 AM on 6/10/82.

Maintenance forces will complete placement of AC wearing course in next few weeks.

City of Baker will complete installation of sidewalk on SE corner in next few weeks.

Final records will be submitted to Region on 6/11/82.

FINAL REPORT.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski
Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE IN

SP-F216

9348 4-19-82 L.

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-70(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10067

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/82
8. FEDERAL ROUTE NUMBER Primary 70
9. STATE ROUTE NUMBER Primary 12

10. GENERAL LOCATION:
Main Street at Campbell Street (Baker) Section

11. GENERAL DESCRIPTION OF WORK
Alter curb radius

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/23/82 as requested in Mr. Keasey's letter of 4/7/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 4 representing work performed by the City of Baker is approved for a TEC of $2,000 Federal Funds $1,800.

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO Moehring
FOR
Info | Inves | R/D | Dr | Sign | Act | File

Orig to 4/23/82

14. DATE 4/19/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9348 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-24-82

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-70(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10067

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/26/82

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 12

10. GENERAL LOCATION:
Main Street at Campbell Street (Baker)

11. GENERAL DESCRIPTION OF WORK
Grading, paving and curb work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 2/26/82 as requested in Mr. Keasey's letter of 3/18/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $10,000 Federal Funds $9,000.

RECEIVED
MAR 29 '82

14. DATE 3/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9348 8-26-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-70(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Baker
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10067
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81
8. FEDERAL ROUTE NUMBER Primary 70
9. STATE ROUTE NUMBER Primary 12
10. GENERAL LOCATION:
Main Street at Campbell Street (Baker) Section
11. GENERAL DESCRIPTION OF WORK
Traffic Signal
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,000
State Furnished Software $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/24/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $65,807 Federal Funds $59,226.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | X |  |

14. DATE 8/26/81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

ORM PR-1240
Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9348

12

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L

1/N

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION Main Street @ Campbell Street (Baker)
Highway Baker-Copperfield
County Baker Region V
Type of Work G-P-4/Phase Sig Funds HES
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

2 Exc

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ |

9348

April 21, 1981

City of Baker
City Hall
Baker, OR 97814

AGR 4

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7480

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of traffic signals on the Baker-Copperfield Highway (Campbell Street) at Main Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme
Attachment

bc: Don Harwell (agree. att.)

STATE OF OREGON

Highway - Traffic

# INTEROFFICE MEMO

PRO 6-1

TO: H. S. Coulter
State Highway Engineer

DATE: October 23, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to install a multi-phase traffic signal at the intersection of Main and Campbell Streets in the City of Baker.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | Baker-Copperfield Highway<br>at Main Street (Baker)<br>Baker County | $65,000 | $58,500 | $6,500 |

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

RHB:ds
Attachment

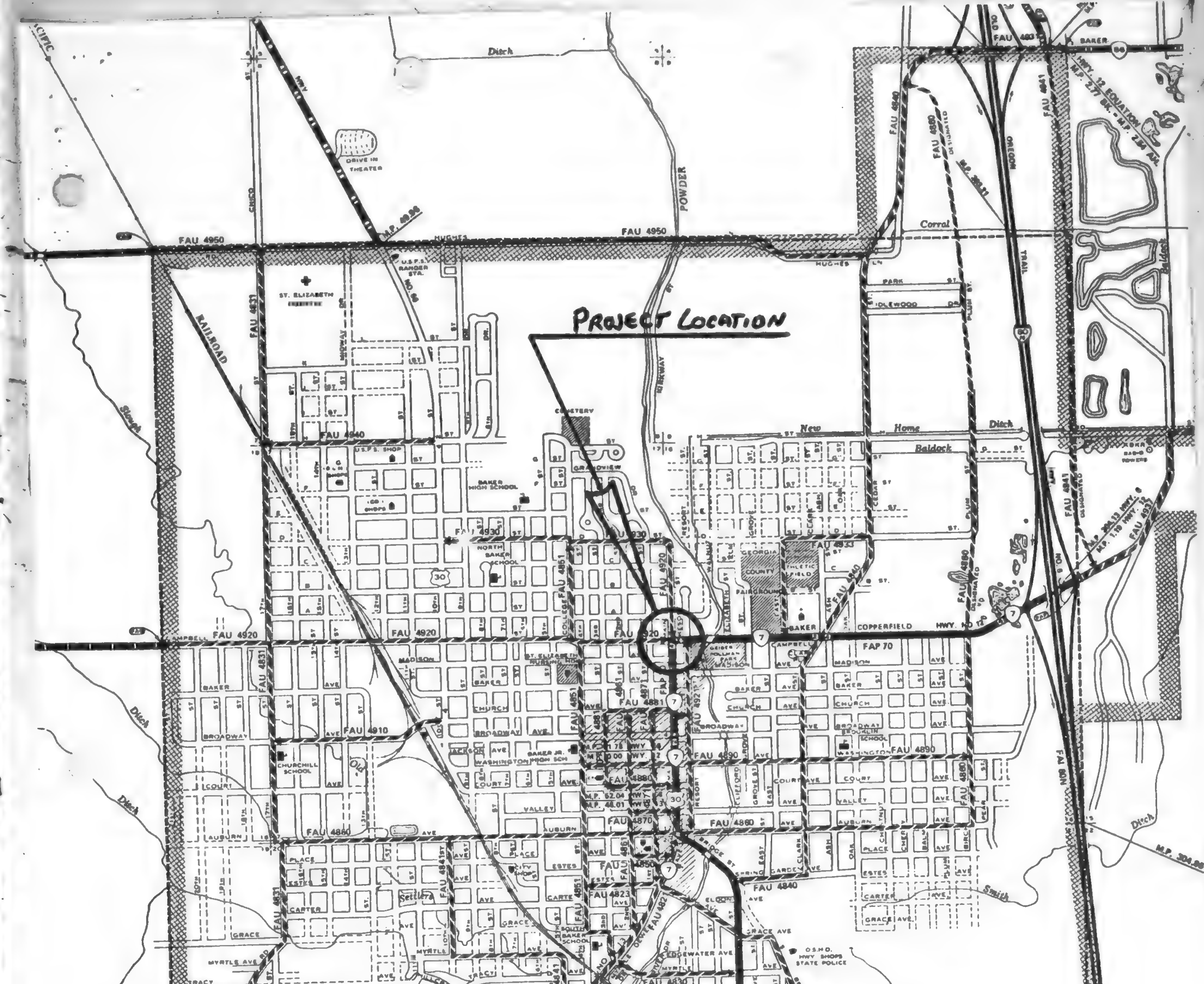
APPROVED:

H S Coulter

State Highway Engineer

Date: 10/28/80

Contains Recycled Materials
81-125-1387



PROJECT LOCATION

BAKER
FAU 4950
FAU 4940
FAU 4930
FAU 4920
FAU 4910
FAU 4890
FAU 4880
FAU 4870
FAU 4860
FAU 4850
FAU 4840
FAU 4831
FAU 4830
FAU 4823
FAU 4821
FAU 4820
FAU 4851
FAU 4861
FAU 4881
FAU 4933
FAP 70
HWY. NO 7
COPPERFIELD
CAMPBELL
BAKER
MADISON
CHURCH
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
ESTES
CARTER
GRACE
MYRTLE
TRACY
CLIFF
INDIANA
OHIO
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
COLORADO
HUGHES
Corral
PARK
IDLEWOOD
New Home Ditch
Baldock
POWDER
RIVER
RAILROAD
Ditch
Slough
Settlers
Smith
Sutton
ST. ELIZABETH
DRIVE IN THEATER
U.S.F.S. RANGER STA.
CEMETERY
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
BAKER JR. WASHINGTON HIGH SCH
CHURCHILL SCHOOL
SOUTH BAKER SCHOOL
COUNTY FAIRGROUND
ATHLETIC FIELD
GEISER POLLMAN PARK
O.S.H.D. HWY SHOPS STATE POLICE
MT HOPE CEMETERY
BAKER MUNICIPAL GOLF COURSE
CITY RESERVOIR
Kolb Res
M.P. 304.98
M.P. 305.54
M.P. 308.27
M.P. 44.24
N

9348

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850    La Grande, Oregon 97850    Telephone 963-3177

March 20, 1981

Mr. James L. Adamson
Director of Public Works
City of Baker
City Hall
Baker, Oregon 97814

Dear Jim:

Enclosed are four copies of Agreement No. 7480 concerning construction of a traffic signal to be installed at the intersection of Main Street and Campbell Street which is a part of State Primary Highway No. 12.

Please examine the agreement carefully and if found to be acceptable, present them to the City Council for adoption of a resolution allowing the Mayor and City Recorder to enter into the agreement.

After the agreements have been signed, return the three blue bound copies along with a copy of the resolution to me for further processing. Retain the unbound copy of the agreement for your interim records.

Do not hesitate to call me if you have any questions.

Sincerely,

RCL

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: D. E. Swan
J. A. Schlieski

Form 734-3123

9348 12

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

12-24-80

DATE
PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: Campbell St. @ Main St. (Baker) Traffic Signal
HIGHWAY NAME: Baker-Copperfield
HIGHWAY NUMBER: 12
REGION: 5
ADMINISTRATIVE DISTRICT: 13
COUNTY: Baker
CITY: Baker
LENGTH: 0.1
MILEPOST NUMBER: 0.24 -TO-
☐ RURAL ☒ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT
TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II High Hazard
METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER
TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a four-phase traffic signal at the intersection of Campbell Street with Main Street on the Baker-Copperfield Highway in the City of Baker.

1 Versteeg /
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 7100
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH)
DESIGN STANDARDS
TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date

FORM 734-1730 (12-78) Page 1

## 3 - FEATURES

| | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 4 - 12 ft. | 4 - 12 ft. |
| SHOULDERS | 2 - 0 to 6 ft. | 2 - 0 to 6 ft. |
| MEDIANS | ---- | ---- |
| PARKING LANES | 1 - 8 ft. | 1 - 8 ft. |
| SIDEWALKS | 2 - 5 ft. | 2 - 5 ft. |
| BIKEWAYS | ---- | ---- |
| INTERCHANGES | ---- | ---- |
| OTHER: | ---- | ---- |

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☐ | ☐ | ☒ | Right of Way (cont.)<br>Improvements | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☒ | ☐ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing | ☐ | ☐ | ☒ | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ | Separated | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ | Permits | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ | Drainage District | ☐ | ☒ | ☐ |
| River ______________ | ☐ | ☒ | ☐ | Div. of State Lands | ☐ | ☒ | ☐ |
| Stream ______________ | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ | Corps of Engineers | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ | DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ |
| Utilities | ☐ | ☐ | ☒ |

Type Telephone & Power

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☐ | ☒ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☒ | ☐ |
| Requires Vicinity Map | ☒ | ☐ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

| | | TO BE PERFORMED BY | |
|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT |
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY N/A | ☐ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | (1.0) | |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | 3 |

| | | |
|---|---|---|
| RECOMMENDED CONSTRUCTION DATE | 10/81 | |
| | (Region) | (Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| N/A | | |

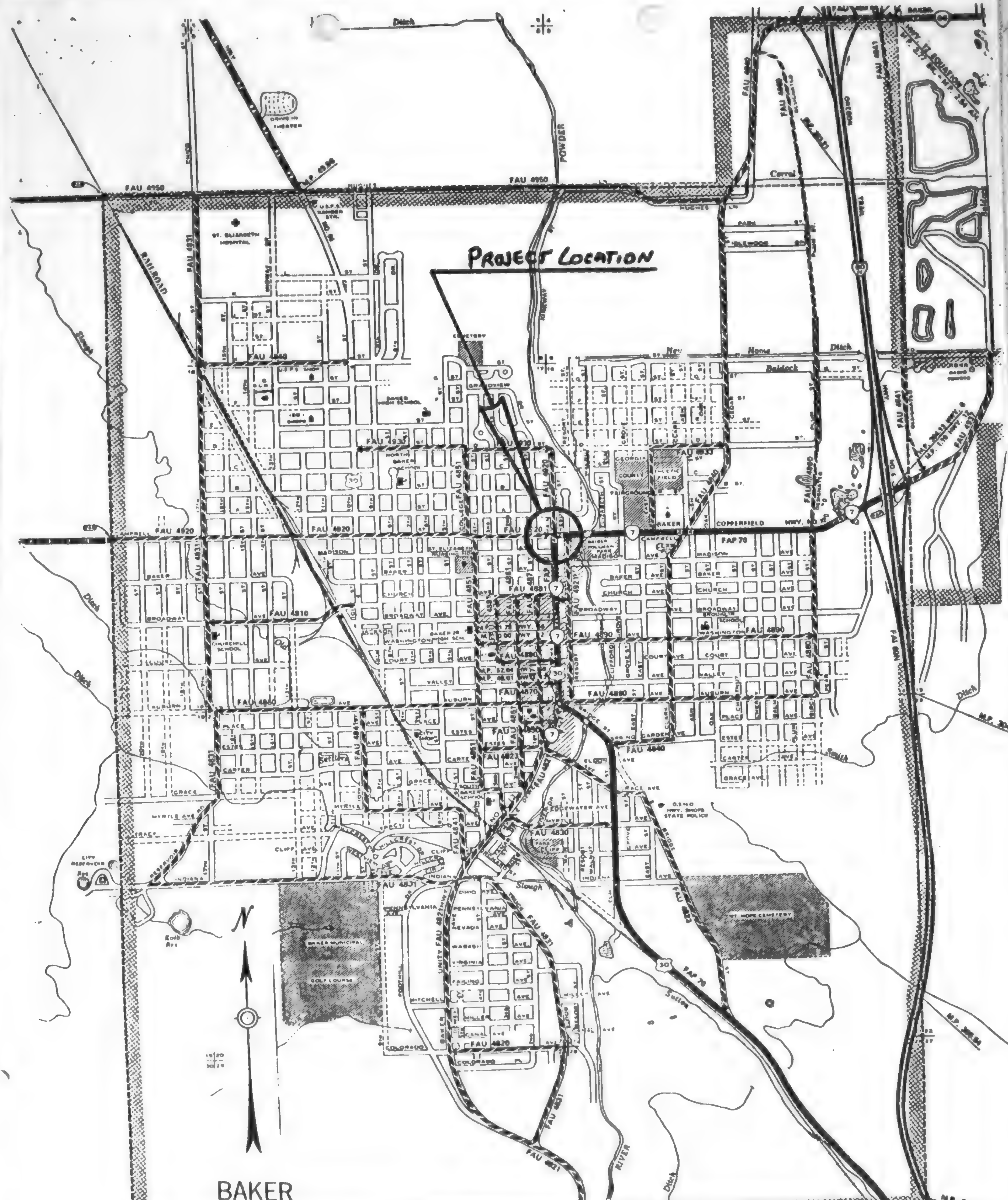
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | 1,700 | 6.800 |
| RIGHT OF WAY | | 2.600 |
| TRAFFIC CONTROL | | |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | | |
| ROADWAY | | |
| OTHER Four Phase Signal | | 65.000 |
| ENGINEERING & CONTINGENCIES | | |
| PROJECT TOTAL | | 74.400 |

SUBMITTED BY ____________________


PROJECT LOCATION
BAKER
N
FAU 4950
FAU 4920
FAU 4840
FAU 4910
FAU 4860
FAU 4931
FAU 4851
FAU 4830
FAU 4820
FAU 4821
FAU 4890
FAP 70
COPPERFIELD HWY
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE AVE
CLIFF
INDIANA
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
COLORADO
POWDER RIVER
RAILROAD
Ditch
Slough
Sutton
Corral
Baldock
ST. ELIZABETH HOSPITAL
CHURCHILL SCHOOL
BAKER HIGH SCHOOL
CEMETERY
FAIRGROUNDS
BAKER MUNICIPAL GOLF COURSE
MT HOPE CEMETERY
CITY RESERVOIR
DRIVE IN THEATER
M.P. 304.1
M.P. 306.22
M.P. 53.88
M.P. 44.24
30
7
80N

9348

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

12-10-80

FEDERAL AID PROJECT NO. ES-70(2)
STATE PROJECT NO. see below
COUNTY NAME Baker
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.
ITEM NO. 10067

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | S/n | Act | File

12 15

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE 12/10/80
FEDERAL ROUTE NUMBER Primary 70
STATE ROUTE NUMBER Primary 12

GENERAL LOCATION:
Main Street at Campbell Street (Baker) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
XX ☒ PREPARATION including utility preparatory work
TEC $6,800 - F.F. $6,120
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/20/80.

DATE 12/10/80
SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 511-008

9348

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10067
Project No. HES-70(2)
Main St. @ Campbell St. (Baker) Section
Baker County

Attached support data consists of PR-1 forms with project maps, Authority for Survey, Investigation Report, Traffic Signal Warrant Comparison, pictures, accident data and other traffic data.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval for the project at an estimated total cost of $6,800 with an obligation of $6,120 in Federal funds.

By computation, this project would rank 131st on the Urban Priority List that was previously submitted to your office.

DRH:bke
Attachments

cc: L.E. George
W.E. Schwartz (Region 5)
✓General Files

# REPORT OF ACTION UNDER DELEGATED AUTHORITY

## BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

| SECTION | ESTIMATED TOTAL COST | FEDERAL FUNDS | STATE SHARE | LOCAL GOVT. FUNDS | APPROVAL DATE |
|---|---|---|---|---|---|
| McKenzie Highway at Goodpasture Road, Lane County | $ 30,000 | $ 27,000 | $ 3,000 | 0 | 10-22-80 |
| Baker-Copperfield Highway at Main Street (Baker) Baker County | 65,000 | 58,500 | 6,500 | 0 | 10-28-80 |
| M.P. 23.30-M.P. 23.54 Sunset Highway Clatsop County | 1,114,000 | 1,002,600 | 111,400 | 0 | 10-28-80 |
| Elm Avenue - Highland Avenue (Hermiston) Section Umatilla-Stanfield Highway Umatilla County | 30,000 | 27,000 | 3,000 | 0 | 11-5-80 |

November 12, 1980

H. S. Coulter
State Highway Engineer

1981 NW Cornell Rd. @ NW Barnes 9349
& Saltzman Rds. Sec. of FAU 9022.
(Traffic signal installation)

C&A 7283 5-27-80

9349

nig cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

12-19-83

|  |  |  |  |
|---|---|---|---|
| REGION NUMBER<br>10 | REPORT NUMBER<br>2 | COUNTY<br>Washington | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-19-83 | REPORT MADE BY<br>Thomas P. Lowe, Area Engineer |  | PROJECT NO.<br>HES-9022(5) |
| COMPLETION DATE<br>5-20-82 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>10-13-82 | TIME ELAPSED<br>95 % | CONTRACT TIME<br>200 days |
| APPROVED EXTENSIONS<br>-- | LOCATION<br>See Below |  |  |

**NOTE** - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NW. CORNELL ROAD @ NW. BARNES and SALTZMAN ROAD
CORNELL HIGHWAY (FAU-9022)
Traffic Signals

The project involved installation of a new traffic signal at the subject location. One luminaire was eliminated due to overhead lines.

The final estimated cost is $72,645 -- 04% less than the original authorization.

---TPL---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1/5

*NOTE: Not applicable for direct federal projects.

|  |  |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>Thomas P. Lowe<br>Original Signed by T. P. LOWE | SIGNATURE<br>Glenn K. Hossner<br>Original Signed by G. K. HOSSNER Field Operations Engineer |
| TITLE<br>Area Engineer<br>DATE<br>12-19-83 | TITLE<br>Field Operations Engineer<br>DATE<br>1/3/84 |

ORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
ev 12-79)

9349 11-3-82 L.

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Coral Const. Co.<br>No. 9416 | Curry County Pavement Marking Project No. 2<br>Curry County | October 12, 1982 |
| W. R. Grasle Co.<br>No. 9349 | NW Cornell Rd. @ NW Barnes and Saltzman Roads<br>Washington County | October 13, 1982 |
| Ajax Electric Co., Inc.<br>No. 9309 | Oswego Hwy. @ Cedaroak Dr. & Hidden Springs Rd. (West Linn)<br>Clackamas County | October 13, 1982 |
| Linnco Electric Co.<br>No. 9179 | 4th St. @ "E" & "F" Sts. (Grants Pass)<br>Josephine County | October 27, 1982 |
| Eterna-Line Corp.<br>No. 9341 | Benton County Pavement Marking Project No. 2<br>Benton County | October 27, 1982 |

November 3, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

Orig to [illegible]
cy [illegible]
[illegible]

9349

October 28, 1982

American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9349

Gentlemen or Ladies:

On October 14, 1982, we wrote to you concerning release of final payment on Contract No. 9349 awarded to W. R. Grasle Co. for traffic signal installation on the N.W. Cornell Road at N.W. Barnes and Saltzman Roads Section of FAU 9022 in Washington County.

Final payment on this contract is $622.60 and the total contract amount is $61,714.80. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: W. R. Grasle Co.
P. O. Box 4123
Portland, OR 97208

Fred S. James & Co.
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9349

~~Portland~~

7-26-82

PROJECT: N.W. CORNELL RD. AT N.W. BARNES & SALTZMAN RDS.
HIGHWAY: ~~FAU 9022~~ (CORNELL RD.)
COUNTY: WASHINGTON

CONTRACT NO.: 9349
PREFIX NO.: 234-1062
F.A. NO.: HES-9022(5)
CONTRACTOR: W. R. GRASLE COMPANY

# NARRATIVE REPORT

THIS PROJECT CALLED FOR THE INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF N.W. CORNELL ROAD AND N.W. BARNES AND SALTZMAN ROADS NEAR BEAVERTON, AS WELL AS FOR MINOR DRAINAGE WORK AND SIDEWALKS AT THE TWO NORTH CORNERS.

EVENTUALLY, THE NORTH APPROACH TO THE INTERSECTION (SALTZMAN ROAD) WILL BE WIDEN BY WASHINGTON COUNTY AND THIS WILL REQUIRE THE REMOVAL OF THE NEW CURB AND SIDEWALK AS WELL AS THE RELOCATION OF THE NORTHWEST SIGNAL POLE. THIS INFORMATION WAS NOT AVAILABLE IN THE FIELD UNTIL THE POLE BASES HAD BEEN POURED AND BY THEN IT WAS TOO LATE TO HOLD THE CONTRACTOR BACK WHILE THE COUNTY COULD COME UP WITH A DECISION. THE ONLY REVISION ACCOMPLISHED WAS THE ELIMINATION OF THE POLE EXTENSION AND LUMINAIRE FROM THE NORTHEAST POLE AND THIS WAS DONE THROUGH A PRICE AGREEMENT.

SINCE THE PLANS CALLED FOR THE A.C. OVERLAY TO BE DONE "BY OTHERS", THERE WAS NO PROBLEM IN GETTING AN ADEQUATE LIFT OF A.C. THROUGHOUT THE INTERSECTION, ESPECIALLY IN THE LOOP LOCATIONS. THIS IS A GOOD WAY TO INSURE AN ADEQUATE FOUNDATION FOR THE LOOPS AND FEEDER WIRE AND IT SHOULD BE USED MORE OFTEN. IN THIS PARTICULAR CASE, WASHINGTON COUNTY FORCES WERE VERY COOPERATIVE IN DOING THE OVERLAY WORK WHEN REQUESTED AS WELL AS IN MARKING THE PAVEMENT AND LAYING OUT THE LOOPS, WHICH IS SOMETHING THE STATE HAD EXPECTED TO DO.

RECEIVED
JUL 1982
ROAD DESIGN SECTION
/ Versteeg
Anderson
2 Adams
Olsen
Sullivan
Terpin
Do Not File
Return To
Bring Up /
Action

REFERRED TO
Beard / Stoudenmeyer
Cole Mann
Eriksen Watson
Hagor Dorn Lou
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

CONTRACT NO.: 9349
NARRATIVE REPORT, CONT.

THE ACTUAL SIGNAL INSTALLATION WORK WAS VERY ROUTINE FOR AN EXPERIENCED CONTRACTOR LIKE GRASLE ELECTRIC COMPANY AS ALL THE WORK OF SUBCONTRACTORS AND UTILITIES WAS WELL COORDINATED AND CARRIED OUT TO COMPLETION WITH NO PROBLEMS.

TRAFFIC CONTROL WAS HANDLED VERY EFFICIENTLY AND SAFELY AS THE CONTRACTOR ALWAYS HAD AN ADEQUATE NUMBER OF WARNING SIGNS, CONES, BARRICADES AND FLAGGERS.

THE ONLY CRITICISM IS THAT THE BUSINESS AREA AT THE INTERSECTION HAS DEVELOPED VERY RAPIDLY AND THERE IS A NEED FOR FOUR CROSS WALKS AND PEDESTRIAN SIGNALS INSTEAD OF THE SPECIFIED THREE. IN FACT, THE OMITTED CROSSING GETS MORE FOOT TRAFFIC THAN THE OTHERS.

## STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: N.W. CORNELL RD. AT N.W.
BARNES & SALTZMAN RDS.
HIGHWAY: FAU 9022 (CORNELL RD.)
COUNTY: WASHINGTON

CONTRACT NO.: 9349
PREFIX NO.: 234-1062
F.A. NO.: ~~IX-9-3(9)~~ HES-9022(5)

| ITEM NO. | ITEM | UNIT | ORIGINAL | SEMI-FINAL | %(+ OR -) |
|---|---|---|---|---|---|
| | | SUMMARY | | | |
| | BID ITEMS | $ | 60,849.00 | 61,800.20 | + 2 |
| | ANTICIPATED ITEMS | $ | 5,350.00 | 3,550.00 | - 34 |
| | CONTINGENCIES | $ | 2,978.96 | 675.00 | - 77 |
| | ENGINEERING | $ | 6,619.90 | 6,619.90 | 0 |
| | TOTAL | $ | 75,797.86 | 72,645.10 | - 4 |

### INDIVIDUAL OVERRUNS AND UNDERRUNS

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND NONE WERE FOUND TO MEANINGFULLY AFFECT THE TOTAL PROJECT COST.

9349

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.W. CORNELL RD. @ N.W. BARNES & SALTZMAN ROADS

WEEK ENDING: JUNE 12, 1982

SECTION PREFIX: 234-1062

HIGHWAY: CORNELL (FAU-9022)

COUNTY: WASHINGTON

NAME OF JOB: NW CORNELL RD. @ NW BARNES & SALTZMAN

KIND OF WORK: TRAFFIC SIGNALS

CONTRACTOR: W. R. GRASLE COMPANY

CONTRACT NUMBER: 9349

FEDERAL AID PROJECT NUMBER: HES-9022(5)

DATE OF CONTRACT: OCTOBER 12, 1981

DATE WORK STARTED: JANUARY 18, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

WORK DAYS USED:

CALENDAR DAYS USED: 190

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $ 75,797.86

EXCLUSIVE OF ENGINEERING: $ 69,177.96

ENGINEERING AUTHORIZATION: $ 6,619.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 69,177.96

ENGINEERING COST TO DATE: $ 6,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 91 %

DATE PROJECT WAS COMPLETED: MAY 20, 1982

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ~~BRIDGE NO.~~ | TRAFFIC SIGNALS | | | | | | |
| PERCENT | 100 | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 6 | SHOWERS, CLOUDY | 0 | 0 | |
| MONDAY | 7 | CLOUDY, COOL | 0 | 0 | |
| TUESDAY | 8 | CLEAR, FAIR | 0 | 0 | |
| WEDNESDAY | 9 | SUNNY, FAIR | 0 | 0 | |
| THURSDAY | 10 | SUNNY, WARM | 0 | 0 | |
| FRIDAY | 11 | CLOUDY, COOL | 0 | 0 | |
| SATURDAY | 12 | | 0 | 0 | |

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JUN 15 1982
CONSTRUCTION
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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 6 | No ACTIVITY ALL WEEK. |
| MONDAY 7 | |
| TUESDAY 8 | |
| WEDNESDAY 9 | |
| THURSDAY 10 | |
| FRIDAY 11 | |
| SATURDAY 12 | |

## REMARKS

STATUS TO DATE: PROJECT COMPLETED ON THURSDAY MAY 20, 1982.

SEMI-FINAL ESTIMATE IS ON THE WAY.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9349 Wash Co.

**STATE OF OREGON**

**INTEROFFICE MEMO**

Highway - Traffic

TRA 7-5

**TO:** C. T. Keasey
Assistant State Highway Engineer
Construction/Materials Branch

**DATE:** December 16, 1981

**FROM:** L. E. George, P.E.
Traffic Engineer

**SUBJECT:** Signing
NW Cornell Road at NW Barnes and Saltzman Roads Section
FAU 9022 (Cornell Road)
Washington County
Contract 9349

RECEIVED
DEC 17 1981
CONSTRUCTION BRANCH
ASHE
CAE
1 FOE
GCE
SCS
SEO

This office was contacted by the Traffic Safety Supply Company, 2324 SE Umatilla Street, Portland, Oregon 97202, regarding the size of Signs 1, 2 and 3 on the above project.

They were having difficulty installing the specified legend size on the sign panels. A review of the sign layout indicates that all legend sizes should be reduced and Sign No. 1 should be increased in length by 12 inches.

Adequate shop drawings have been prepared by this office showing the proper legend sizes and spacing.

Please distribute copies of the sign details to the appropriate offices so the Traffic Safety Supply Company can fabricate the three signs. A copy should be sent to Don Wackerbarth for inspection purposes.

L. E. GEORGE, P.E. - TRAFFIC ENGINEER

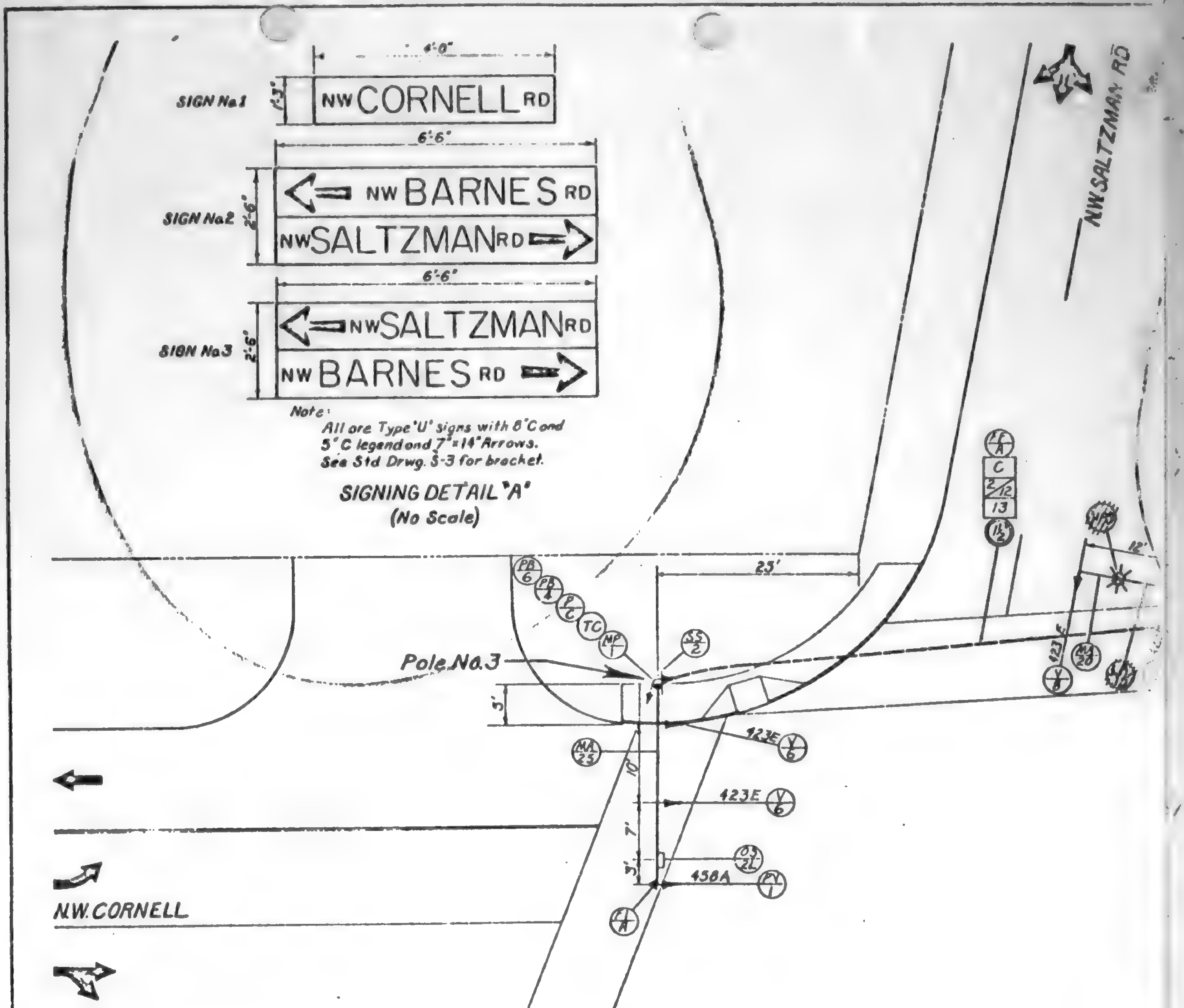
ELS:ds
Attachment

xc: Region I
Rodriguez
Wackerbarth
Rd. Design ✓

These signs were designed in Traffic, put on the traffic signal plan sheet as part of the contract. Road Design had no involvement until Traffic Safety Supply Co. could not fabricate the signs. We referred them to Traffic for answers

H.

RECEIVED
DEC 18 1981
ROAD DESIGN SECTION
1 Versteeg
2 Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig
Do Not File
Return to
Bring
Action
REFERRED TO
1 W&B
BY FINAL DESIGN ENGINEER


SIGN No.1
1'-3"
4'-0"
NW CORNELL RD
SIGN No.2
2'-6"
6'-6"
NW BARNES RD
NW SALTZMAN RD
SIGN No.3
2'-6"
6'-6"
NW SALTZMAN RD
NW BARNES RD
Note:
All are Type 'U' signs with 8" C and
5" C legend and 7" x 14" Arrows.
See Std Drwg. S-3 for bracket.
SIGNING DETAIL "A"
(No Scale)
NW. SALTZMAN RD
N.W. CORNELL
N.W. BARNES RD.
Pole No.3
Pole No.2
Pole No.1
25'
12'
3'
10'
7'
3'
22'
47'
13'
10'
PB 6
PB 4
P C
TC
MP 1
SS 2
MA 25
423E
V 6
423E
V 6
OJ 2L
458A
PV 1
F A
F A
C
2/12
13
1½ 2
HPS
423E
V 4
MA 20
PB 4
PB 2
P C
PP 1
8
1"
SS 1
MP 1
TC
LA 15
NPS
MA 30
423E
V 4
423A
V 4
F1 D
1½
10
C
2/10
F1 D

Form 734-106

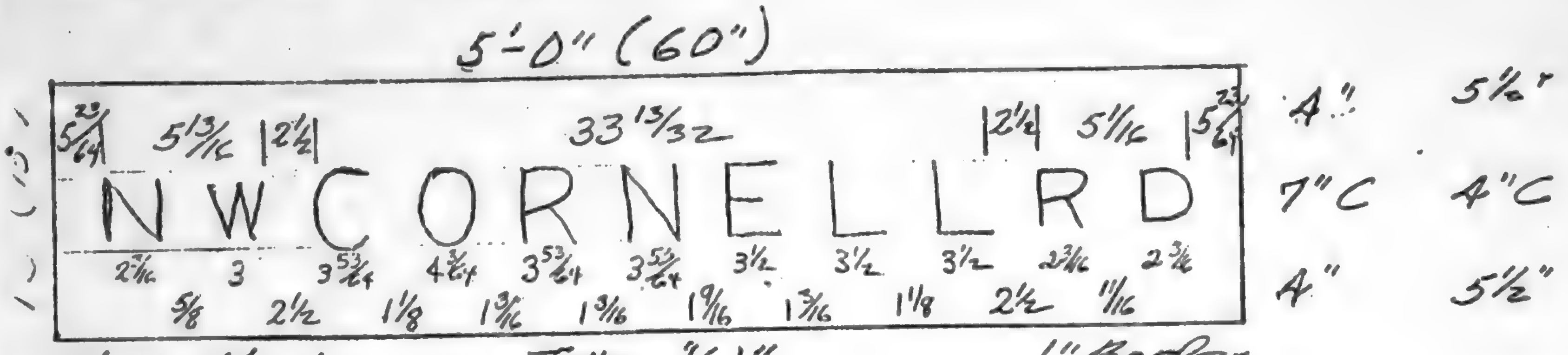
Job No. ........

Sheet 1 of 1 Sheets

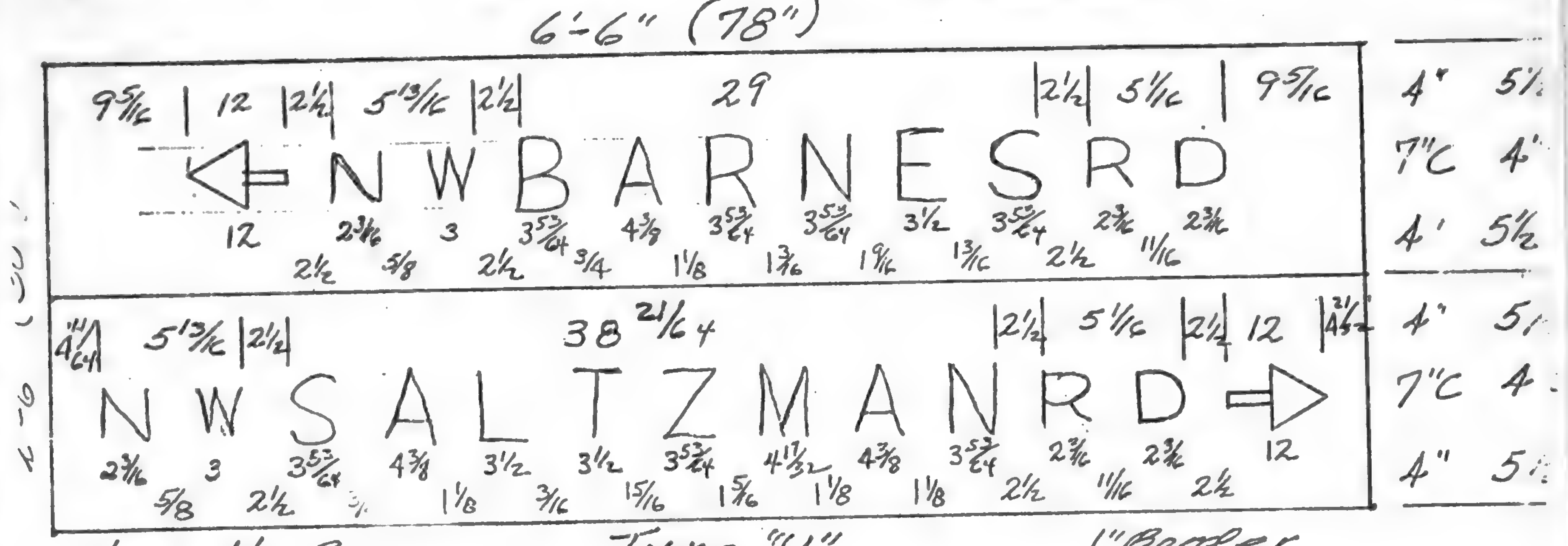
OREGON STATE HIGHWAY DIVISION

Calculations for Traffic Safety Supply Co.

Made by E.L.S. 12/14 1981 Checked by .................. 19...... Backchecked by .................. 19......

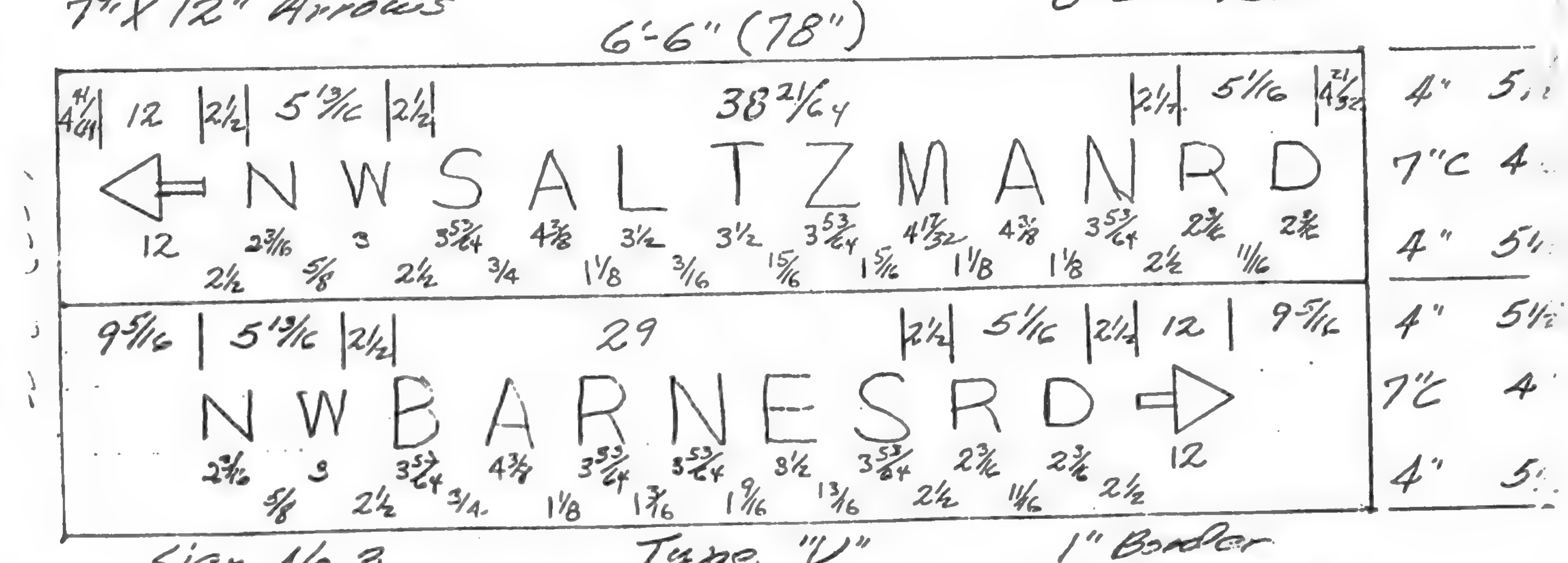

5'-0" (60")
5 23/64
5 13/16
2½
33 13/32
2½
5 1/16
5 23/64
NWCORNELLRD
2 3/16
3
3 53/64
4 3/64
3 53/64
3 53/64
3½
3½
3½
2 3/16
2 3/16
5/8
2½
1 1/8
1 3/16
1 3/16
1 9/16
1 3/16
1 1/8
2½
11/16
4"
5½"
7"C
4"C
4"
5½"

Sign No 1. Type "U" 1" Border 3" Corners


6'-6" (78")
9 5/16
12
2½
5 13/16
2½
29
2½
5 1/16
9 5/16
NWBARNESRD
12
2 3/16
3
3 53/64
4 3/8
3 53/64
3 53/64
3½
3 53/64
2 3/16
2 3/16
2½
5/8
2½
3/4
1 1/8
1 3/16
1 9/16
1 3/16
2½
11/16
4"
5½
7"C
4"
4'
5½
4 41/64
5 13/16
2½
38 21/64
2½
5 1/16
2½
12
4 21/32
NWSALTZMANRD
2 3/16
3
3 53/64
4 3/8
3½
3½
3 53/64
4 17/32
4 3/8
3 53/64
2 3/16
2 3/16
12
5/8
2½
1 1/8
3/16
15/16
1 5/16
1 1/8
1 1/8
2½
11/16
2½
4"
7"C
4"

Sign No 2 Type "U" 1" Border 3" Corners

7" X 12" Arrows


6'-6" (78")
4 41/64
12
2½
5 13/16
2½
38 21/64
2½
5 1/16
4 21/32
NWSALTZMANRD
12
2 3/16
3
3 53/64
4 3/8
3½
3½
3 53/64
4 17/32
4 3/8
3 53/64
2 3/16
2 3/16
2½
5/8
2½
3/4
1 1/8
3/16
15/16
1 5/16
1 1/8
1 1/8
2½
11/16
4"
7"C
4"
9 5/16
5 13/16
2½
29
2½
5 1/16
2½
12
9 5/16
NWBARNESRD
12
2 3/16
3
3 53/64
4 3/8
3 53/64
3 53/64
3½
3 53/64
2 3/16
2 3/16
5/8
2½
3/4
1 1/8
1 3/16
1 9/16
1 3/16
2½
11/16
2½
4"
7"C
4"

Sign No. 3 Type "U" 1" Border 3" Corners

7" x 12" Arrows

9349

STATE COPY 2

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>10 - 134<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>2 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>10/21/81 | State<br>Oregon<br>County<br>Washington<br>Project Number<br>HES-9022(5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 25, 1980, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 9,400.00 | $ 81,705.00 |
| Federal funds | $ 8,460.00 | $ 73,534.00 |
| Other revisions | | |

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Highway Engineer
(Title)

XBY For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G- File

Oregon State Highway Division
Salem, Oregon October 19, 1981

Federal Aid Project
No. HES-9022(5)

N.W. Cornell Rd. at N.W. Barnes & Sultzman Roads
Cornell Road
Washington County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 9,400.00 |

### Type Code Y031
### Signal and Channelization

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | | All Required | $ 900.00 |
| Temporary Signs | 137 Sq. Ft. | 12.00 | 1,644.00 |
| Temporary Barricades | 4 Each | 135.00 | 540.00 |
| Flagmen | 60 Hour | 25.00 | 1,500.00 |
| 12-inch Culvert Pipe | 16 Lin. Ft. | 45.00 | 720.00 |
| Concrete Walks | 45 Sq. Yd. | 45.00 | 2,025.00 |
| Concrete Curbs | 90 Lin. Ft. | 19.00 | 1,710.00 |
| Traffic Signal Installation, Complete | | All Required | 47,710.00 |
| Fire Pre-emption System, Complete | | All Required | 4,100.00 |
| | | | $60,849.00 |

### Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,800.00 |
| State Furnished Software | All Required | 500.00 |
| | | $ 2,300.00 |

| | |
|---|---|
| SUBTOTAL ---------------------------------------- | $63,149.00 |
| Engineering ------------------------------------- | 6,106.00 |
| Engineering (Signal Controller Testing)--------- | 1,925.00 |
| Engineering ("OPTICOM" Testing) ---------------- | 1,125.00 |
| TOTAL | $72,305.00 |

Length of Project --------- 0.00 mi.

## SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | Other Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,400.00 | $ 8,460.00 | $ 940,00 |
| Signal and Channelization | 72,305.00 | 65,074.00 | 7,231.00 |
| TOTAL | $81,705.00 | $73,534.00 | $8,171.00 |

Group 1 99%; Group 8 1%
Contract No. 9349
Prefix: 534-1901
Prefix: 234-1062

STATE COPY 2

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>-6-3 | DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | S<br>OREGON |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>WASHINGTON |
| MODIFICATION NUMBER<br>1 | 5-11-81 | Project Number<br>HES-9022(5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 25, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 5,800.00 | $ 9,400.00 |
| Federal funds | $ 5,220.00 | $ 8,460.00 |
| Other revisions | | |

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of May, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXy FOR: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 4, 1981

Federal Aid Project
No. HES-9022(5)

NW Cornell Rd. @ N.W. Barnes & Saltzman Rds. Section
County Road in Washington County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $9,400.00 |
| | TOTAL | $9,400.00 |

Length of Project -------------- 0.0 miles

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,400.00 | $ 8,460.00 | $ 940.00 |
| Retain in Program Status | | | |
| Contract Work | 65,000.00 | 58,500.00 | 6,500.00 |
| TOTAL | $74,400.00 | $66,960.00 | $ 7,440.00 |

Group 1-100%
Prefix 534-1901

OMB No. 04-R2089

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>7-4 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-25-80 | State<br>Oregon<br>County<br>Washington<br>Project No.<br>HES-9022(5) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jct. with Saltzman Rd. (Cedar Mill)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-27-80 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 90.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 5,800.00 | $ 5,220.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator 6-25-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 17, 1980

Federal Aid Project
No. HES-9022(5)

NW Cornell Rd. at N.W. Barnes & Saltzam Rds. Section
County Road in Washington County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $5,800.00 |
| | TOTAL | $5,800.00 |

Length of Project -------- 0.0 miles

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering Retain in Program Status | $ 5,800.00 | $ 5,220.00 | $ 580.00 |
| Contract Work | $65,000.00 | $58,500.00 | $6,500.00 |
| TOTAL | $70,800.00 | $63,720.00 | $7,080.00 |

Group 1-100%
Prefix 534-1901

9349

L.

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6516
TELEPHONE

TO: FILE

DATE: September 21, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 17, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 17, 1981 on the following projects:

1. Main Street @ Campbell Street (Baker)
   Baker-Copperfield Highway, Baker County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. N.W. Cornell Road @ N.W. Barnes and Saltzman Roads
   Cornell Road, Washington County
   Traffic Signals

   Minor sidewalk and ramps for pedestrian and bicycle traffic.

3. Hanley Ranch-Fish Lake
   Lake-of-the-Woods Highway, Jackson County
   Paving
   Six and eight-foot shoulders with four-foot shoulders on climbing lane sides.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. S.C.L. Madras-Madras/Prineville Highway Junction
   The Dalles-California Highway, Jefferson County
   Paving
   Twelve-foot lanes with left turn median lane and six-foot shoulders.

   Same as No. 3.

5. Dexter County Park-Minnow Creek
Willamette Highway, Lane County
Paving
Twelve-foot lanes with left turn median and climbing lanes as needed. Four-foot shoulders throughout the project.

Same as No. 3.

6. Corvallis/Lebanon Highway @ Seven Mile Lane
Corvallis/Lebanon Highway, Linn County
Grading and Paving
Intersection improvement with left turn lanes and speed change lanes. Twelve-foot travel lanes with four-foot shoulders.

Same as No. 3.

7. Golf Club Road-E. Stayton Interchange
North Santiam Highway, Marion County
Paving
Primarily overlay. Variable width traffic lanes with four or ten-foot shoulders.

Same as No. 3.

8. N.E. 112th Avenue-N.E. 148th Avenue
Marine Drive, Multnomah County
Grading and Paving
Twelve-foot travel lanes with three to seven-foot shoulders.

Same as No. 3.

9. Weston-Weston Mountain
Weston-Elgin Highway, Umatilla County
Paving
Primarily Overlay. Variable width traffic lanes with four to eight-foot shoulders.

Same as No. 3.

10. Germantown Road @ Cornelius Pass Road
Germantown Road, Washington County
Grading and Paving
Intersection Improvement. Eleven to twelve-foot travel lanes with two-foot shoulders.

Same as No. 3.

11. River Road Transit Station (Eugene)
Belt Line Highway, Lane County
Buildings
Sidewalks as necessary. Three bike racks with total parking for fifteen bicycles.

12. Umatilla-Hermiston
Umatilla-Hermiston Highway, Umatilla County
Grading and Paving
Four twelve-foot lanes with four-foot shoulders and intermittent fourteen-foot median lane.

Same as No. 3.

13. Fanno Creek Bridge (Beaverton)
Scholls Highway, Washington County
Grading and Paving
Sidewalks, shoulder bikeways and an independent bikeway being constructed under this contract.

14. Glendoe Road and West Union Road (North Plains)
FAS Routes A-685 and A-686, Washington County
Grading and Paving
Nominal twelve-foot travel lanes with left turn medians. Two to six-foot shoulders.

Same as No. 3.

15. Wallace Bridge-Willamina E.C.L.
Willamina-Sheridan Highway, Polk and Yamhill Counties
Grading and Paving
Twelve-foot lanes with four-foot shoulders except in Willamina which has on-street parking, none to ten-foot shoulders and existing sidewalk.

Same as No. 3.

RPS:ge
cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

.9349

L.

September 18, 1981

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

On September 17, 1981 we received a satisfactory bid from W. R. Gresle Co., P.O. Box 4123, Portland, Oregon 97208 for the traffic signal installation, N.W. Cornell Road at N.W. Barnes and Saltzman Roads. We anticipate the financial sharing of project costs to be:

| | | |
|---|---|---|
| Contractor's Bid | | $60,849.00 |
| Anticipated Additional Items: | | |
| Permanent Pavement Striping | $1,800.00 | |
| State Furnished Software | 500.00 | |
| Signal Controller Testing & Turn On (Engineering) | 1,925.00 | |
| "OPTICOM" Testing (Engineering) | 1,125.00 | 5,350.00 |
| | | $66,199.00 |
| Contingencies (4 1/2%) | | 2,978.96 |
| Engineering (10%) | | 6,619.90 |
| ESTIMATED CONSTRUCTION COST | | $75,797.86 |
| Estimated P.E. Cost | | 7,900.00 |
| TOTAL ESTIMATED PROJECT COST | | $83,697.86 |
| County Share (10% of $83,697.86) = | | $ 8,369.79 |

We will award the contract when we receive your advance deposit of $8,370.00, which should arrive no later than October 9, 1981.

Please submit your advance deposit according to the instructions for the option of your choice described on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

per Rose of Acctg -
Rec'd 10-12-81
KEH

KEH:pf
Attachment

bcc w/AD # 950: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 950 when advance deposit is received.

9349

8-26-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9022(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00098

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
NW Cornell Road at NW Barnes and Saltzman Roads

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,800
State Furnished Software $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/24/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $91,195 Federal Funds $82,075.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9349 2.

1

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 1334

8-19-81

Attention: Right-of-way Section

Subject: Federal Aid Project No. ____________ Prefix 534-1901

Project Name N.W. Cornell Rd. at N.W. Barnes & Saltzman Rds.
Cornell Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act. Right-of-way was dedicated through land use (zoning) action and development.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 4th day of August, 1981.

County of WASHINGTON COUNTY

~~County Judge~~/Chairman

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 81-430
DATE 8-4-81
BY
CLERK OF THE BOARD

Kenneth Roefe
Regional Right-of-Way Supervisor
Date 8-19-81

Commissioner

Commissioner

Complete A or B and

1/

9349

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L [illegible]

1/2

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION NW Cornell Rd @ NW Barnes & Saltzman Rds
Highway FAU 9022, Cornell Road
County Washington County Region I
Type of Work 5-phase Signal Funds HES
State___ Consultant ___ Plans Avail.___Yes ___No

2 Exc

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ |

9349

**OREGON STATE HIGHWAY DIVISION**

SUBJECT: Signal & Typical
Cornell @ Barnes / Saltzman

DATE: 6/12/81

TO: Jon Rose

FROM: Curt Duval

Attached are Reviewed preliminary plans with Revision on sheet # 3 Note ④ Asph Conc Overlay is (by Others) as per Wash Co. Letter & Letter to Terpin 5/13/81
Lyle Watson phone contacted 6-9-81

6/15/81 Buz Swan

The attached plans have been reviewed by Metro Staff and approved as noted by Washington County. Please forward the recommendations to Final Design.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 16 1981
REFERRED TO ________
FOR ________
FILE: PM FA LG.

CC: ________ (SIGNATURE) ________ (DATE)

1

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

| N.W. CORNELL RD. AT N.W. BARNES & SALTZMAN RDS. SEC.<br>FAU 9022 (CORNELL RD.)<br>WASHINGTON COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

PRELIMINARY COPY
JUN 2 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

HES

# RTATION

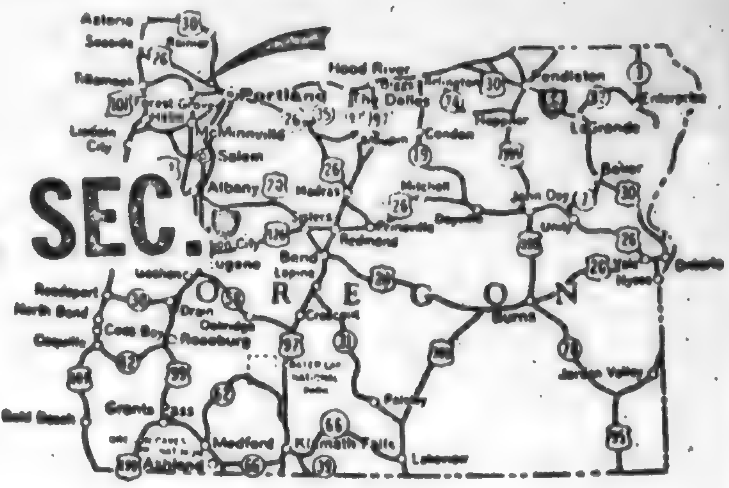
## DIVISION

ROPOSED PROJECT

# BARNES & SALTZMAN RDS. SEC.

## (CORNELL RD.)

## GTON COUNTY

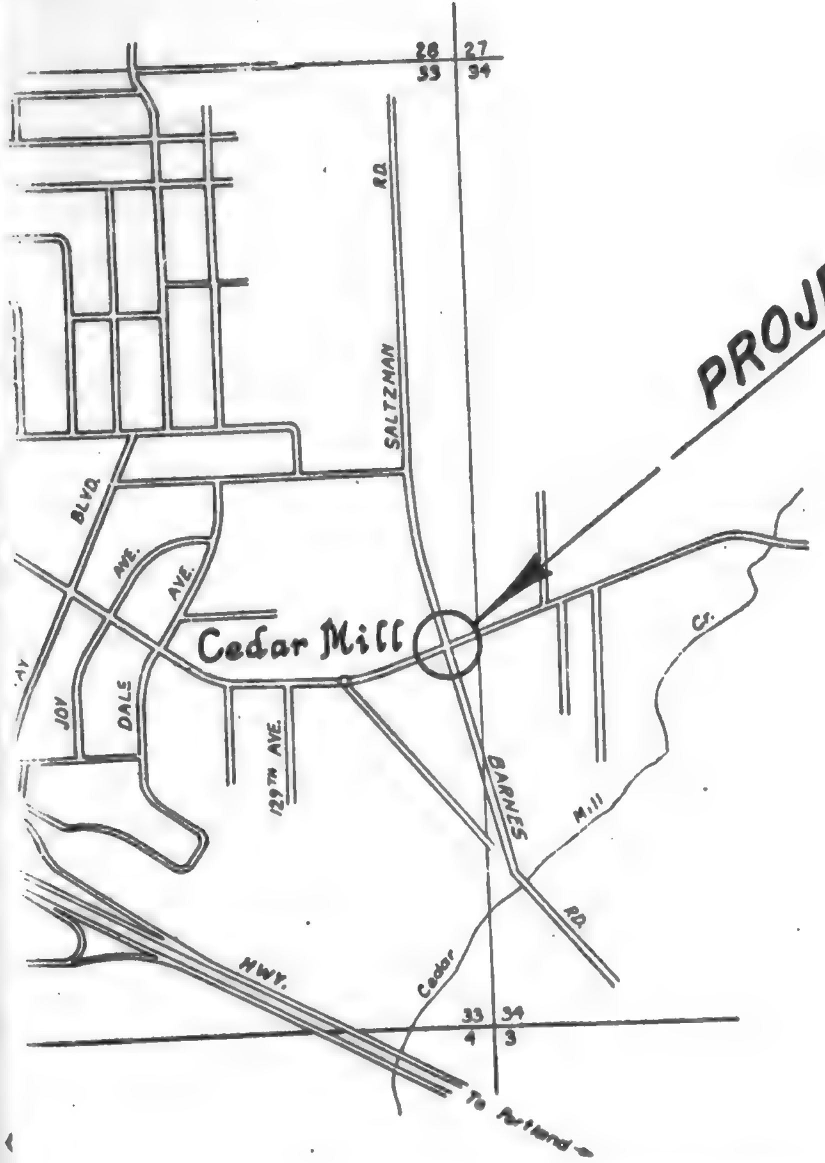


Astoria
Seaside
Tillamook
Forest Grove
Hillsboro
Portland
McMinnville
Lincoln City
Salem
Albany
Hood River
The Dalles
Condon
Pendleton
La Grande
Enterprise
Baker
John Day
Mitchell
Madras
Prineville
Redmond
Bend
Sisters
Eugene
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Burns
Ontario
Jordan Valley
O R E G O N

APPROVED AS NOTED

For. WASHINGTON COUNTY

Date 6/11/81



28 27
33 34
SALTZMAN RD.
BLVD.
AVE.
AVE.
Cedar Mill
JOY
DALE
129TH AVE.
BARNES
RD.
Mill
Cr.
Cedar
HWY.
33 34
4 3
To Portland
PROJECT

tch Map

1600 3200 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

4475 OREGON OCT 30 1959 H. S. COULTER

4652 OREGON MAY 13, 1960 EDGAR S. HUNTER

| | |
|---|---|
| H. S. Coulter | STATE HIGHWAY ENGINEER |
| E. S. Hunter | ASSISTANT STATE HIGHWAY ENGINEER |

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

9349

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9022(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00098

2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 4-23-81

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

N. W. Cornell Road at N. W. Barnes and Saltzman Roads Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of 4-20-81, I approve the revised Preliminary Engineering costs to a TEC of $9,400 - F.F. $8,460.

(Increase TEC $3,600 - F.F. $5,220)

RECEIVED
STATE HWY ENGR
2/81
REFER TO
Manning
FILE

Orig to
4-27-81

14. DATE 4-23-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9347

STATE OF OREG

HIGHWAY DIVISION - ODOT

INTE FFICE MEMO

DATE: April 17, 1981

TO: Curt Duval
Metro Location Engineer

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Saltzman & Barnes Rd. @ Cornell Road
Washington County
Prefix 534-1901

Subject project has been received in this office and it appears by the attached correspondence that Washington County is anticipating to pick up costs of approximately $12,000 which, when added to HES funding available, will give the amount needed for a construction project as submitted.

It is my understanding that the maximum HES funds available for this project is $70,000± and of this amount approximately $10,000 will be used for preliminary engineering. This will leave approximately $60,000 for construction and right of way.

It is also my understanding that the $65,000, for installing the signal that was set up by Traffic Section, included the costs of Mobilization, etc. As per your submitted Quantity and Cost Summary, this will lower the cost of the project by $9,560.

Based on the above information, it would appear that the costs for this project would be as follows:

| | |
|---|---|
| As Submitted, Estimated Construction Costs | $ 113,600 |
| Plus Anticipated P.E. | + 9,400 |
| As Submitted, Total Project Costs | $ 123,000 |
| Less First Five Items on Cost Summary | - 9,560 |
| | $ 113,440 |
| Total Amount Available From HES Funds (inc. 10% match) | $ -70,000 |
| Amount County Will Need to Pay (not inc. 10% match) | $ 43,440 |

Contains Recycled

Please contact Washington County and inform them that this is the figure they are looking at and not $12,000±.

It is doubtful if FHWA will approve the 1-inch overlay that is suggested without a base design for justification. If they would not, it possibly could delay the project until the base design is made.

Please advise how we are to proceed.

FET/PL:ge

cc L. E. George
D. H. Moehring
J. T. Scofield

PROJECT MANAGEMENT BRANCH
ASHE ☑ STE ☐
PLE ☐ RE ☐ PRE ☑
APR 17 1981
REFERRED TO
FOR
FILE: PM FA LG.

9349

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Date March 12, 1981

Authorization No. 2

Survey Prefix 534-1901 (Assigned by Salem office)

Section Cornell Rd. @ Saltzman and Barnes Roads

Highway Cornell Road

County Washington

Description of termini, route, length, etc.: Cornell Road at the intersection with Saltzman Road and realigned Barnes Road.

Proposed: Five-phase traffic signal fully actuated

Purpose of survey: Perform field survey, prepare plans and estimates for federal approval, prepare project for contract bidding.

Estimate of cost: $119,000 (construction)

FUNDING: HES
~~CATEGORY 3~~
HES-9022(5)
5-27-80
~~4-23-81~~

| | | Estimate of Cost |
|---|---|---|
| | (901) | 2,100 |
| Field Survey | (902) | |
| Citizen Participation | (903) | |
| City or County | (904) | |
| Consultant | (905) | 1,500 |
| Final Design | (906) | |
| Bridge Design | (907) | |
| Preliminary Design | (909) | |
| R/W Description | (910) | |
| Soils & Geology | (911) | 3,000 |
| Traffic | (912) | |
| Landscape | (913) | |
| Liaison R/W | (914) | 200 |
| Utility | (916) | |
| Photogrammetry | (918) | |
| Location Studies | (919) | |
| Engineering Graphics | (920) | 100 |
| Project Management | (921) | 1,000 |
| Specifications | (922) | |
| Administrative Services | (923) | |
| Environmental | (925) | |
| Air Quality Monitoring | (926) | |
| Foundation Exploration | (950) | |
| Seminars | (980) | |
| Hearings | (985) | |
| Equal Opportunity Advisory Committees | (986) | |

| | |
|---|---|
| | $ 7,90 |
| Total estimated cost of survey | 5,8 |
| Previous authorization | 2,1 |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 16 1981
LOCATION SECTION

Requests made by:
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
Project Development Engineer

Recommended for Approval:
Location

Approved:
Assistant State Highway

9349

L.

| | |
|---|---|
| U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION<br>**LETTER OF APPROVAL AND/OR AUTHORIZATION**<br>5-27-80 | FEDERAL AID PROJECT NO.<br>ES-9022(5)<br>STATE PROJECT NO.<br>See Below |

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>FHWA - Oregon Division | PROGRAM NO.<br><br>ITEM NO.<br>00098 | COUNTY NAME<br>Washington<br>PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

5/30
omjg

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info Invs R/D Act File

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>5/27/80 | FEDERAL ROUTE NUMBER<br>FAU 9022<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:

NW Cornell Road at NW Barnes and Saltzman Roads Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility Preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/9/80 I concur that the subject project is included in the Catagorical exclusion approved 2/25/80.

Also as requested you are authorized to proceed with the above work at a TEC of $5,800 with Federal Funds limited to $5,220.

| | | |
|---|---|---|
| DATE<br>5/27/80 | SIGNATURE OF APPROVING OFFICIAL<br>G K Hassner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-888

9349

May 27, 1980

Board of County Commissioners
Washington County
150 North First
Hillsboro, OR 97123

AGR 4

Attention: Jo Ann Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7283

Gentleman:

Attached for your records is a fully executed copy of an agreement covering installation of traffic control signal equipment on Northwest Cornell Road at Barnes/Saltzman Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

PRO 6-

**STATE OF OREGON**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

**INTEROFFICE MEMO**

**TO:** H. S. Coulter
State Highway Engineer

**DATE:** February 27, 1980

**FROM:** L. E. George
Traffic Engineer

**SUBJECT:** Proposed Title II, Section 209 Project

RECEIVED
STATE HWY ENGR
FEB 29 '80
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Washington County has requested a project to install a five-phase traffic signal on NW Cornell Road at NW Saltzman Road. NW Barnes Road has recently been realigned to connect with Cornell at Saltzman to eliminate two "T" type intersections.

Construction will be by contract with State forces performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds | Local Govt. Funds |
|---|---|---|---|---|---|
| County | NW Cornell Road @<br>NW Barnes & Saltzman Rds. | $65,000 | $58,500 | 0 | $6,500 |

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

3-3
orig to Commission
cy Traffic
Files

L E George

L. E. George
Traffic Engineer

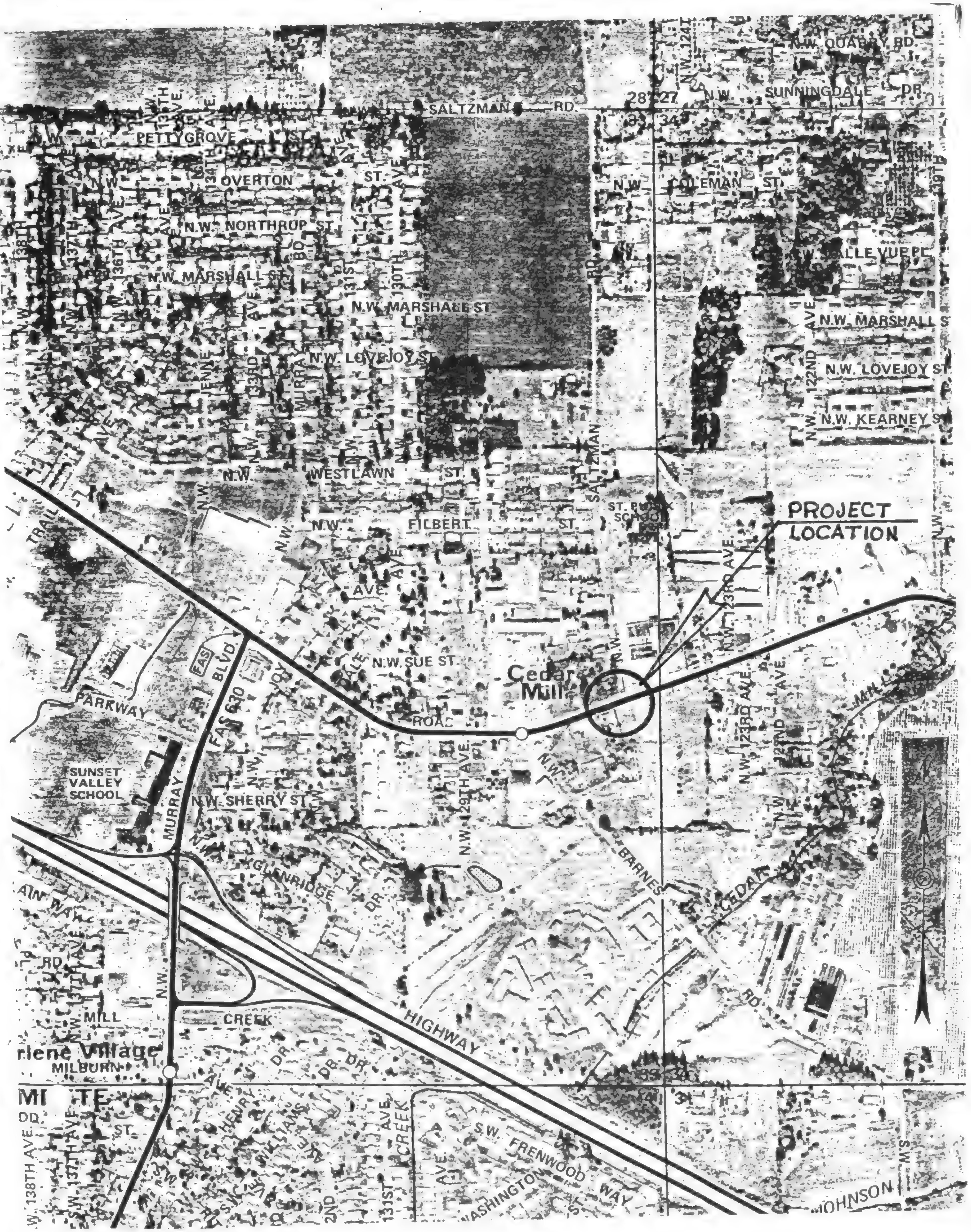
Attachment

APPROVED BY:

State Highway Engineer

DATE: 3/1/80

Collect report



PROJECT LOCATION

N.W. QUARRY RD.
N.W. 124TH
N.W. SUNNINGDALE DR.
SALTZMAN RD.
28 27
33 34
N.W. PETTYGROVE
N.W. OVERTON ST.
N.W. COLEMAN ST.
N.W. NORTHRUP ST.
N.W. VALLEVUE PL.
N.W. MARSHALL ST.
N.W. MARSHALL ST.
N.W. MARSHALL ST
N.W. LOVEJOY ST.
N.W. LOVEJOY ST
N.W. KEARNEY ST
N.W. 137TH AVE.
N.W. 136TH AVE.
N.W. 134TH AVE.
N.W. 133RD AVE.
N.W. JENNE AVE.
N.W. MURRAY RD.
N.W. 131ST AVE.
N.W. 130TH AVE.
N.W. 122ND AVE.
N.W. 138TH
N.W. WESTLAWN ST.
N.W. FILBERT ST.
N.W. SALTZMAN
ST. PIUS X SCHOOL
N.W. 123RD AVE.
TRAIL
AVE.
N.W. SUE ST.
Cedar Mill
ROAD
FAS BLVD.
FAS 630
PARKWAY
SUNSET VALLEY SCHOOL
MURRAY
N.W. SHERRY ST.
N.W. 129TH AVE.
N.W. GLENRIDGE DR.
BARNES
CEDAR MILL
N.W. 123RD AVE.
N.W. 122ND AVE.
RD.
RD
N.W. 137TH AVE.
MILL CREEK
HIGHWAY
rlene Village
MILBURN
DR.
33 34
4 3
MI TE
DD.
ST.
S.W. 138TH AVE.
S.W. 137TH AVE.
HENRY
WILLIAMS
2ND
131ST AVE.
CREEK
AVE
S.W. FRENWOOD WAY
WASHINGTON
JOHNSON

9349

PW-L.

# WASHINGTON COUNTY

Inter-Department Correspondence

Date April 30, 1980
For Meeting of: May 6, 1980

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Construction-Finance Agreement: Cornell Road at Saltzman Road Signalization

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-251
DATE 5.6.80
Jerrie Johansen
CLERK OF THE BOARD

One of the county's highest priority projects for use of Systems Development Funds has been the extension of Saltzman Road to connect Barnes Road with Cornell Road. Due to the congestion and high accident frequency at both the Barnes and Cornell intersection and the Saltzman and Cornell intersection, the Federal Highway Administration has approved Title II Highway Safety Act funding to place a signal at the new Cornell/Saltzman intersection.

Approval of this agreement will give the State Highway Division authority to begin preliminary engineering and design of the signal which will then go to construction in early 1981. Funding for this project is 90 percent federal funds and 10 percent Systems Development funds. This project was approved by your Board on April 8, 1980, as a part of the two-year systems development charge program. The total cost of this signal is approximately $70,000 and should be in operation by the fall of 1981.

RECOMMENDATION: Your Board authorize the chairman to sign the construction finance agreement.

Respectfully submitted,

Larry Rice

Larry Rice

LR:NAB:ja

9349

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

4-7-80

Washington

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: N.W. Cornell Road @ N.W. Barnes and Saltzman

HIGHWAY NAME: Cornell County Road

HIGHWAY NUMBER: FAU 9022

| | | | |
|---|---|---|---|
| REGION<br>1 | ADMINISTRATIVE DISTRICT<br>2A | COUNTY<br>Washington | CITY<br>-- |

LENGTH: --

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Washington County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER H.E.S.

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install five-phase fully actuated traffic signal on N.W. Cornell Road at Saltzman Road. N.W. Barnes Road has recently been realigned to connect with Cornell at Saltzman

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): *

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

| | | |
|---|---|---|
| * Cornell Road, | 1978 - | 15,700 |
| Barnes Road, | 1978 - | 8,250 |
| Saltzman Rd., | 1978 - | 3,860 |

Approval 4-7-80

Location Engineer

FORM 734-1730 (12-78) Page 1

## 3 - FEATURES

| | EXISTIN UMBER AND WIDTH | P OSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | Barnes Rd. four-12' Saltzman Rd. two-12'<br>Cornell Rd. two-12' | same |
| SHOULDERS | — — | — — |
| MEDIANS | none | Washington Co. to build median left turn lane on Cornell Road |
| PARKING LANES | — — | — — |
| SIDEWALKS | — — | — — |
| BIKEWAYS | — — | — — |
| INTERCHANGES | — — | — — |
| OTHER: | — — | — — |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☒ | ☐ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ |
| River ________ | ☐ | ☒ | ☐ |
| Stream ________ | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☒ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| |  | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | ☒ | ☐ | ☐ | Hydraulics Study | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ | Soils Investigation | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ | Airport Clearance | ☐ | ■ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ | Economic Analysis | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ | Requires Field Survey | ☒ | ☐ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ | Old Survey Available | ☐ | ☐ | ☒ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ | Requires Vicinity Map | ☒ | ☐ | ☐ |
| Public Hearing ______ | ☐ | ☒ | ☐ | Requires Photogrammetry | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ | Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ | Reconnaissance Available | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ | Design Review | ☐ | ☒ | ☐ |

Type Electrical

## 4 - WORK ITEMS

| | APPLICANT | TO BE PERFORMED BY<br>STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY N/A | ☐ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 1.0 ) | 1.0 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | 3 |
| RECOMMENDED CONSTRUCTION DATE | ______ (Region) | Sept. 25, 1980 (Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| N/A | | |

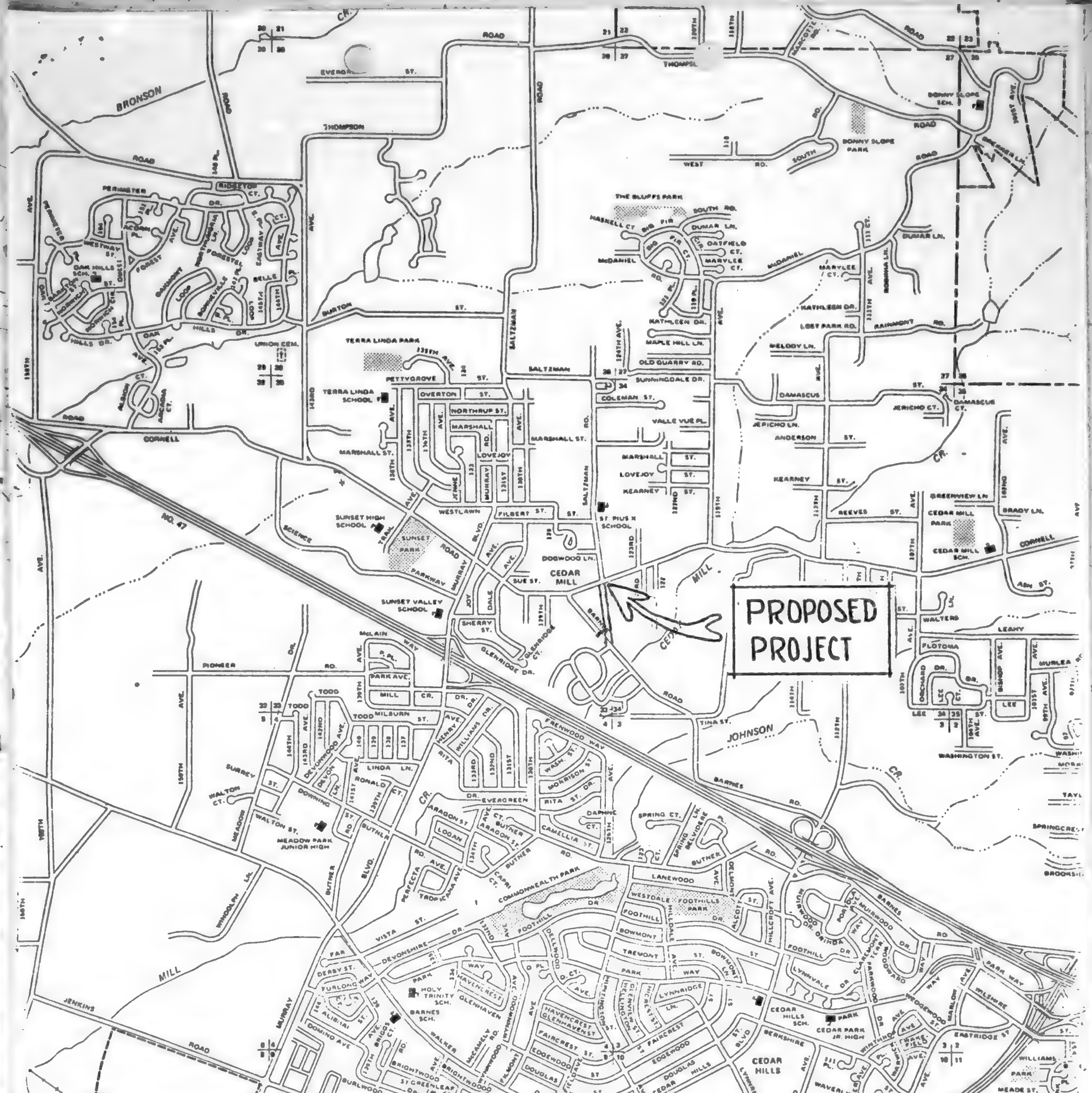
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | | $ 5,800 |
| RIGHT OF WAY | | |
| TRAFFIC CONTROL | | $59,200 |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | | |
| ROADWAY | | |
| OTHER ______ | | |
| ENGINEERING & CONTINGENCIES | | |
| PROJECT TOTAL | $65,000 | $65,000 |

SUBMITTED BY ______________________________


PROPOSED PROJECT
CEDAR MILL
CEDAR HILLS
BRONSON
ROAD
THOMPSON
BURTON
SALTZMAN
CORNELL
NO. 47
SCIENCE
PARKWAY
MURRAY
BLVD.
BARNES
JOHNSON
CR.
MILL
JENKINS
ROAD
BEAVERTON
CREEK
MILLIKAN
WAY
HALL
CEDAR HILLS BLVD.
VALLEY
HWY
217
WALKER
TERMAN
KARL
BUTNER
DEVONSHIRE
FOOTHILL
LANEWOOD
PARK WAY
OAK HILLS SCH.
UNION CEM.
TERRA LINDA PARK
TERRA LINDA SCHOOL
SUNSET HIGH SCHOOL
SUNSET PARK
SUNSET VALLEY SCHOOL
ST. PIUS X SCHOOL
CEDAR MILL PARK
CEDAR MILL SCH.
BONNY SLOPE SCH.
BONNY SLOPE PARK
THE BLUFFS PARK
MEADOW PARK JUNIOR HIGH
COMMONWEALTH PARK
WESTDALE FOOTHILLS PARK
HOLY TRINITY SCH.
BARNES SCH.
CEDAR HILLS SCH.
CEDAR PARK JR. HIGH
CEDAR HILLS PARK
WM WALKER SCHOOL
FIVE OAKS INTERMEDIATE SCH.
RIDGEWOOD SCHOOL
WILLIAMS PARK
PIONEER RD.
MCLAIN WAY
GLENRIDGE DR.
DOGWOOD LN.
WESTLAWN
FILBERT ST.
MARSHALL ST.
LOVEJOY
KEARNEY
DAMASCUS
JERICHO LN.
ANDERSON ST.
REEVES ST.
WALTERS
LEAHY
TINA ST.
TODD
MILSURN ST.
LINDA LN.
EVERGREEN
CAMELLIA ST.
SPRING CT.
WALTON ST.
DOWNING
JOY
DALE
SHERRY ST.
MCDANIEL
SOUTH RD.
WEST RD.
DUMAR LN.
KATHLEEN DR.
LOST PARK RD.
RAINMONT RD.
MELODY LN.
OLD QUARRY RD.
SUNNINGDALE DR.
COLEMAN ST.
VALLE VUE PL.
MAPLE HILL LN.
OVERTON ST.
NORTHRUP ST.
PETTYGROVE ST.
EASTRIDGE ST.
MEADE ST.
HOOKER ST.
MELNORE
HAWTHORNE
UNDERWOOD DR.
DENFIELD
FAIRFIELD
GREENWOOD
CENTER
COLONY LN.
DAVISON
KNOWLTON RD.
BRAUN
CASTLEWOOD
BURLWOOD
BRIGHTWOOD
EDGEWOOD
DOUGLAS
FAIRCREST
LYNNRIDGE
BERKSHIRE
WAVERLY
MAYFIELD AVE.
BOWMONT
TREMONT
HILLCROFT AVE.
MUIRWOOD DR.
POLSKY RD.
SUNNYHILL LN.
OLD ORCHARD LN.
WASHINGTON ST.

9349 3-12-80 2

## REPORT OF ACTION UNDER DELEGATED AUTHORITY

## BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

| Section | Estimated Total Cost | Federal Funds | State Share | Local Govt. Funds | Approval Date |
|---|---|---|---|---|---|
| Salem Pavement Marking | $157,500 | $157,500 | -0- | -0- | 2-20-80 |
| Barlow Road at Lone Elder Road (Clackamas County) | 8,725 | 7,853 | -0- | $ 872 | 2-20-80 |
| N.W. Cornell Road at N.W. Barnes and Saltzman Roads (Washington County) | 65,000 | 58,500 | -0- | 6,500 | 3- 1-80 |
| West 2nd-I-80N (Ontario) Olds Ferry-Ontario Highway | 300,000 | 270,000 | $30,000 | -0- | 3- 4-80 |
| BN at Garfield Street (Eugene)* | 62,000 | 55,800 | 6,200** | -0- | 3- 5-80 |
| SP at 14th Street S.E. (Salem)* | 47,000 | 42,300 | 4,700** | -0- | 3- 5-80 |
| SP at 14th Street S.E. (Salem)* | 37,000 | 33,300 | 3,700** | -0- | 3- 5-80 |
| SP at Tualatin Valley Highway (Hillsboro)* | 47,000 | 42,300 | 4,700** | -0- | 3- 5-80 |
| Tualatin Valley Highway at S.W. 110th Avenue (Washington County) | 65,000 | 58,500 | 6,500 | -0- | 3-11-80 |

3-12-80
orig to
[illegible]
[illegible]

---

* Project cancellation.
** State Grade Crossing Protection Fund.

March 12, 1980

H. S. Coulter
State Highway Engineer

PRO 6-1

STATE OF OREGON
Highway - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 27, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

RECEIVED
STATE HWY ENGR
FEB 29'80
REFER TO
FOR

| Info | Inves | R/D | C/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Washington County has requested a project to install a five-phase traffic signal on NW Cornell Road at NW Saltzman Road. NW Barnes Road has recently been realigned to connect with Cornell at Saltzman to eliminate two "T" type intersections.

Construction will be by contract with State forces performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds | Local Govt. Funds |
|---|---|---|---|---|---|
| County | NW Cornell Road @<br>NW Barnes & Saltzman Rds. | $65,000 | $58,500 | 0 | $6,500 |

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

3-3
[illegible] to Commission
[illegible] Traffic
[illegible]

L E George
L. E. George
Traffic Engineer

Attachment

APPROVED BY:

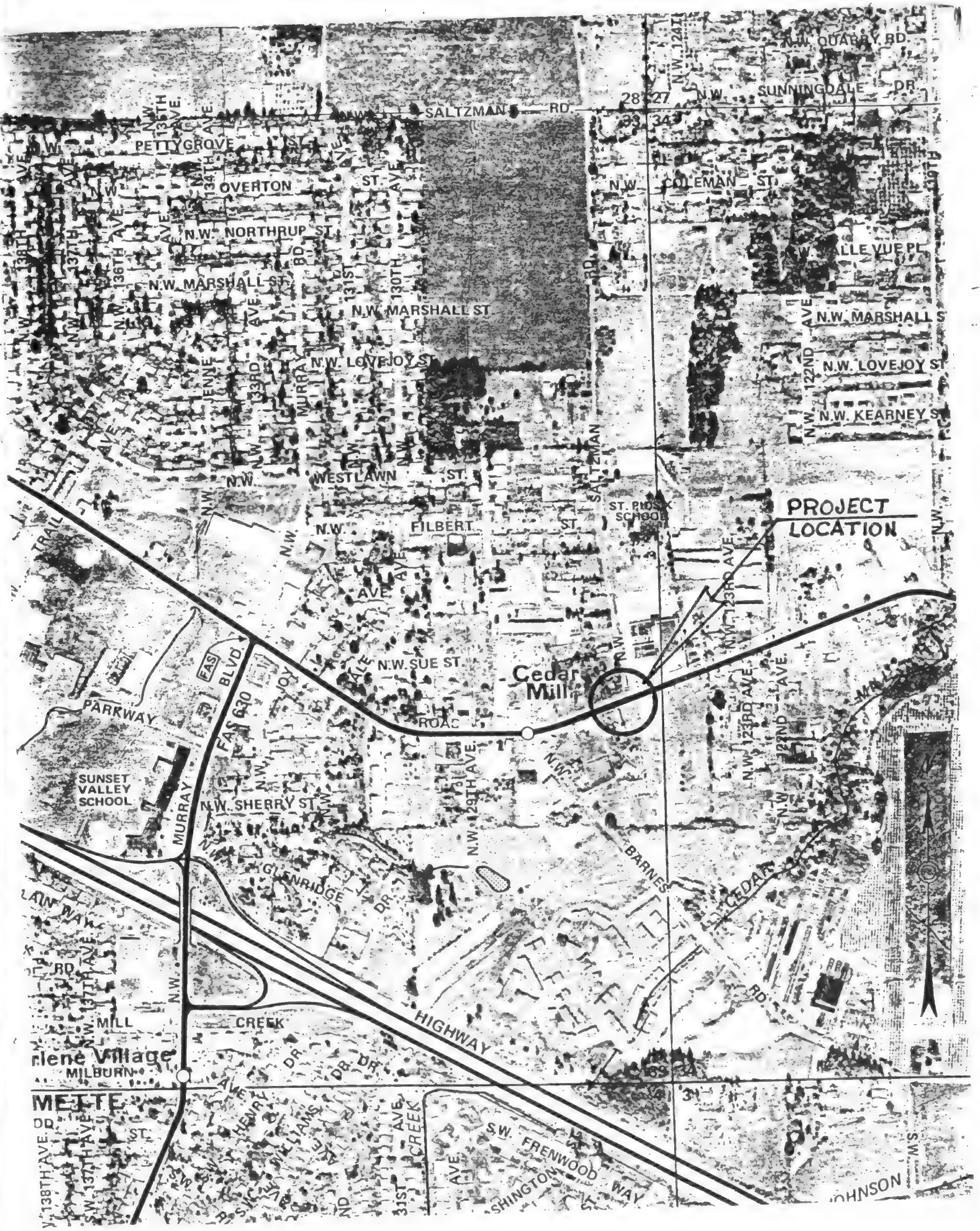
State Highway Engineer

DATE: 3/1/80

NOTED
GLEN L. CLARK

NOTED
L. E. GEORGE

RECEIVED
MAR -3 1980
TRAFFIC ENGINEERING


PROJECT LOCATION
N.W. QUARRY RD.
N.W. SUNNINGDALE DR.
SALTZMAN RD.
N.W. 124TH
28 27
33 34
N.W. PETTYGROVE
OVERTON
N.W. NORTHRUP ST.
N.W. MARSHALL ST.
N.W. MARSHALL ST.
N.W. LOVEJOY ST.
N.W. COLEMAN ST.
N.W. BELLE VUE PL.
N.W. MARSHALL S
N.W. LOVEJOY ST
N.W. KEARNEY ST
N.W. 122ND AVE.
N.W. 138TH AVE.
N.W. 137TH AVE.
N.W. 136TH AVE.
N.W. 135TH AVE.
N.W. 134TH AVE.
133RD AVE.
JENNE
MURRAY RD.
131ST AVE.
130TH AVE.
SALTZMAN RD.
N.W. WESTLAWN ST.
N.W. FILBERT ST.
ST. PIUS X SCHOOL
N.W. 123RD AVE.
N.W. SUE ST.
Cedar Mill
ROAD
TRAIL
PARKWAY
FAS BLVD
FAS 630
MURRAY
SUNSET VALLEY SCHOOL
N.W. SHERRY ST.
N.W. 129TH AVE.
N.W. 123RD AVE.
N.W. 122ND AVE.
BARNES
CEDAR
RD.
GLENRIDGE DR.
N.W.
RD.
N.W. 137TH AVE.
N.W. MILL CREEK
HIGHWAY
rlene Village
MILBURN
METTE
DR.
ST.
138TH AVE.
SW. 137TH AVE.
HENRY
WILLIAMS
AVE
131ST AVE.
CREEK
SW. FRENWOOD WAY
WASHINGTON
JOHNSON
SW.
33 34
4 3

1973 HIGHWAY SAFETY ACT
CITY/COUNTY Washington
DATE 11/15/78
TITLE II, SECTION 209

Seen in Environ-
mental Section 2/2/79
by Tom Loeber "OK"
for SW Est

**Location:**

On: Cornell Rd. / Saltzman Rd.

From: Intersection improvement

To:

Please Attach Map

**Project Description:** Install 5 phase fully actuated traffic signal at the intersection of Cornell and Saltzman Rd.

**Current Situation:** Barnes Rd. and Saltzman Rd. intersect Cornell at two separate locations. A current County project will connect Saltzman Rd. to Barnes Rd., thus moving the Barnes/Cornell traffic to the Saltzman/Cornell intersection.

| | | |
|---|---|---|
| ADT* | Cornell Rd | 15,700 |
| | Barnes Rd. | 8250 |
| | ~~Saltzman Rd.~~ | 3860 |

Posted Speed 30

1977 Accidents 6

**Expected Benefits:** Combining the two "T" intersections into one Signalized intersection (both Arterials) will ~~improve~~ allow safe turning movements, reduce traffic congestion and reduce accidents.

**Method of Construction:**

☒ Contract

☐ State Forces

☐ Local Forces**

**Preliminary Engineering By:**

☐ Applicant**

☒ State

Estimated Cost $ 60,000

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps.

# PROPOSED SAFETY PROJECT
1973 Highway Safety Act
Section 209

N.W. Cornell Road (FAU 9022), N.W. Saltzman Road (FAU 9051) & N.W. Barnes Road (FAU 9082)
Washington County
January, 1979

## Recommendation:

As a result of this investigation, it is recommended that the request for a project to install a five phase fully actuated traffic signal at the intersection of N.W. Cornell Road, N.W. Saltzman Road and N.W. Barnes Road (relocated) under the provisions of Title II, Section 209, be approved.

## Historical Background:

This investigation and report is in response to a request from Washington County dated November 15, 1978.

## Investigation:

At the present time, N.W. Saltzman Road and N.W. Barnes Road intersect N.W. Cornell Road at separate locations in the community of Cedar Mill. The county plans to realign N.W. Barnes Road, so that it will intersect N.W. Cornell Road opposite N.W. Saltzman Road. This will result in the elimination of one "T" type intersection and the conversion of the other into a four-way right angle intersection. As shown on the attached photographs, these are two lane paved roads in a suburban setting. The average daily traffic on N.W. Cornell Road is 15,700 vehicles. N.W. Barnes Rd. and N.W. Saltzman Road carry 8250 and 3850 vehicles per day, respectively.

Collision diagrams for each of the existing "T" type intersections were prepared. They show a total of 19 reported accidents during the period from January 1, 1975 to August 31, 1978. There were 13 persons injured, none fatally. Of the total 19 accidents, eight were of the type susceptible to correction by a traffic signal with a separate left-turn phase on N.W. Cornell Road.

Traffic volumes obtained in December, 1978 revealed that there is sufficient traffic to meet the standard Minimum Vehicular Volume and the Interruption of Continuous Traffic warrants. The Accident Experience warrant was nearly met also.

The estimated cost of this signal project is $60,000 and, as the attached computations show, this expenditure would be cost-effective.

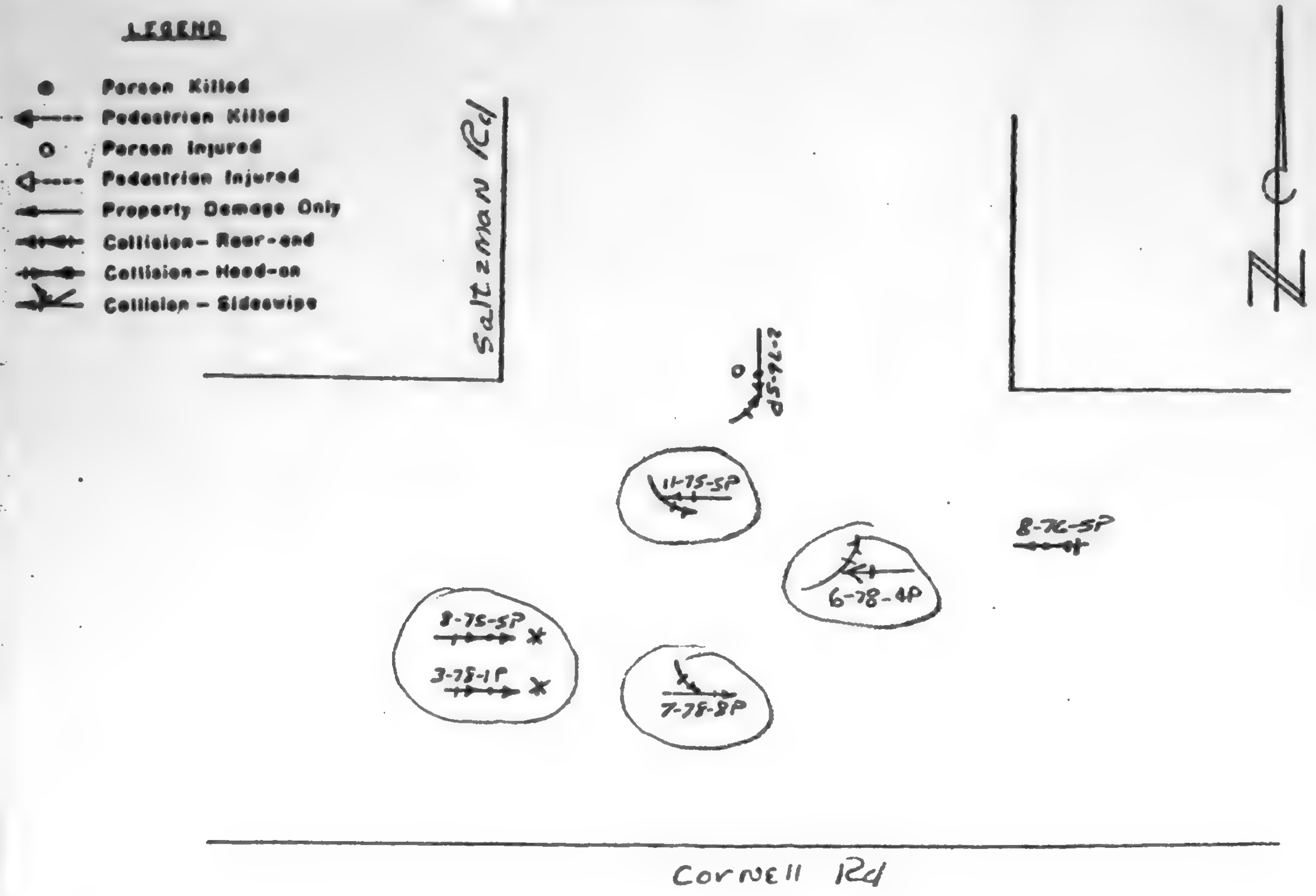
In view of the heavy traffic volumes, the accident experience, the future realignment of N.W. Barnes Road and the favorable benefit-cost ratio, it is recommended that a five-phase fully actuated signal at the intersection of N.W. Cornell Road and N.W. Saltzman Road be approved for Title II, Section 209 funding.

DLP:pq

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

# COLLISION DIAGRAM

County Washington
Intersection of Cornell Rd and Saltzman Rd
Highway Number
Period Covered 1-1-75 8-31-79
Compiled by SC Drawn by Date 2-26-80


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Saltzman Rd
N
2-76-5P
11-75-5P
8-76-5P
6-78-4P
8-75-5P
3-78-1P
7-78-8P
Cornell Rd

Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Property Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
* awaiting LT

Day 5
Night 1
Total 6

| Collision Type | 1975-1976 | | | | 1977 | | | | 1978 | | | | 8 Mos 1979 | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop Damage | Total |
| Angle | | | | | | | | | | | | | | | | | | | | |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | | 2 | 2 | | | | | | | 1 | 1 | | | | | | | 3 | 3 |
| Sideswipe | | | | | | | | | | | | | | | | | | | | |
| Turning Movement | | 1 | 1 | 2 | | | | | | | 1 | 1 | | | | | | 1 | 2 | 3 |
| Parking | | | | | | | | | | | | | | | | | | | | |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | | | | | | | | | | | | | | | | | | |
| Pedestrian | | | | | | | | | | | | | | | | | | | | |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 1 | 3 | 4 | | | | 0 | | | 2 | 2 | | | | 0 | | 1 | 5 | 6 |

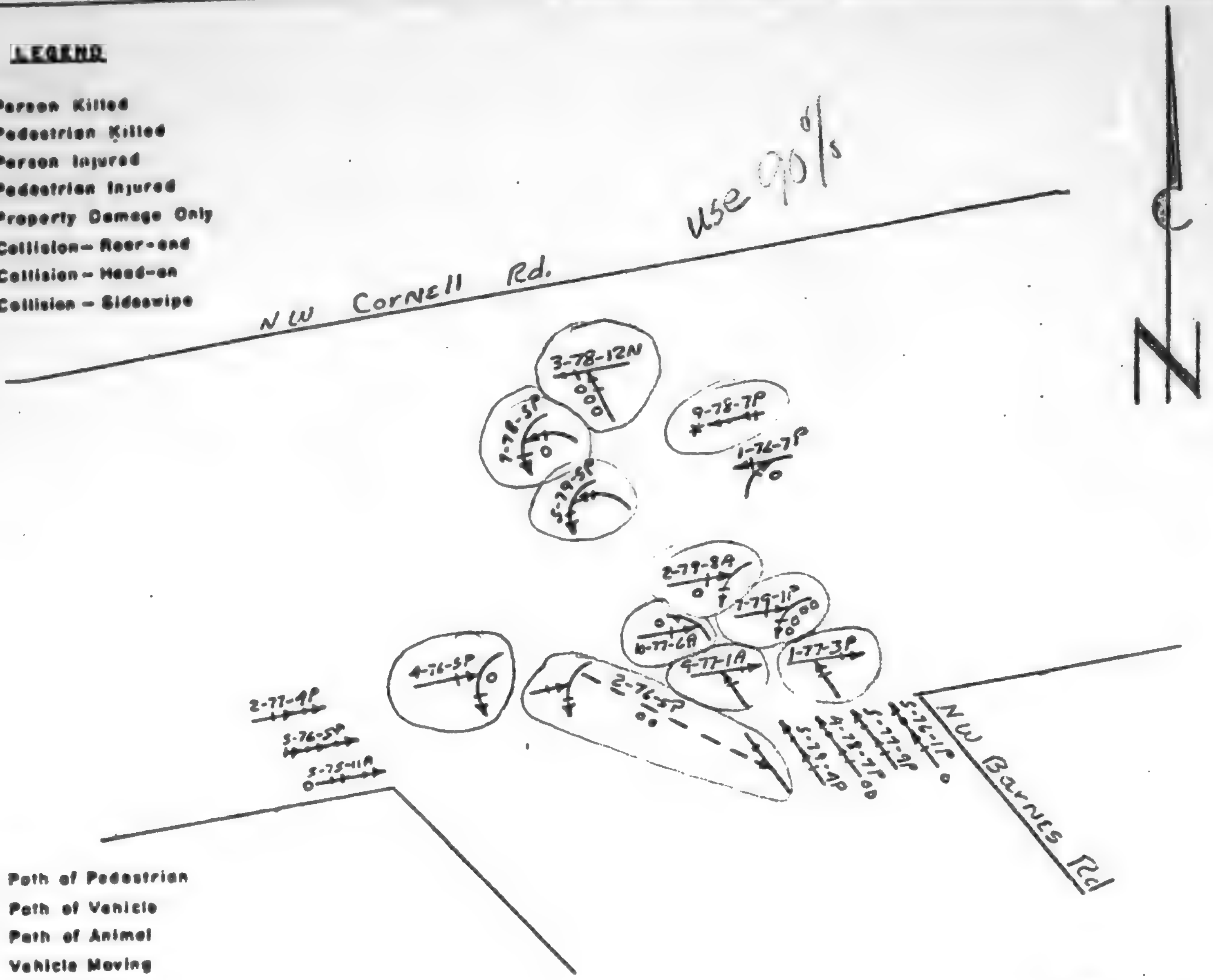
Form E-261-6-70

**OREGON STATE HIGHWAY DIVISION**
**TRAFFIC ENGINEERING SECTION**
**ACCIDENT ANALYSIS**
# COLLISION DIAGRAM

City of ________ County Washington
Intersection of Cornell Rd and Barnes Rd
Highway Number ________
Period Covered 1-1-75 8-31-79
Compiled by SC Drawn by ________ Date 2-26-80

**LEGEND**

| | |
|---|---|
| ● | Person Killed |
| ←---- | Pedestrian Killed |
| ○ | Person Injured |
| ◁---- | Pedestrian Injured |
| ←— | Property Damage Only |
| ←→← | Collision – Rear-end |
| →← | Collision – Head-on |
| ↙ | Collision – Sideswipe |


use 90 o/s
NW Cornell Rd.
N
3-78-12N
7-78-5P
5-79-5P
9-78-7P
1-76-7P
2-79-8A
7-79-1P
10-77-6A
4-77-1A
1-77-3P
4-76-5P
2-76-5P
2-77-4P
5-76-5P
5-75-11A
5-79-4P
4-78-7P
5-77-9P
5-76-1P
NW Barnes Rd

Day 16
Night 3
Total 19

| | |
|---|---|
| ◁---- | Path of Pedestrian |
| ←— | Path of Vehicle |
| ←---- | Path of Animal |
| ←— | Vehicle Moving |
| ←— | Vehicle Stopped |
| ····→ | Vehicle Backing |
| ▭ | Properly Parked |
| ▭ | Improperly Parked |
| ←— | Vehicle Overturned |
| ← | Vehicle Skidded |

*awaiting L/T

| Collision Type | 1975-1976 Fatal | 1975-1976 Non-fatal | 1975-1976 Prop Damage | 1975-1976 Total | 1977 Fatal | 1977 Non-fatal | 1977 Prop Damage | 1977 Total | 1978 Fatal | 1978 Non-fatal | 1978 Prop Damage | 1978 Total | 8 mos 1979 Fatal | 8 mos 1979 Non-fatal | 8 mos 1979 Prop Damage | 8 mos 1979 Total | Total Fatal | Total Non-fatal | Total Prop Damage | Total Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Angle | | | | | | | 2 | 2 | | 1 | | 1 | | | | | | 1 | 2 | 3 |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | 2 | 1 | 3 | | | 2 | 2 | | 1 | 1 | 2 | | | 1 | 1 | | 3 | 5 | 8 |
| Sideswipe | | | | | | | | | | | | | | | | | | | | |
| Turning Movement | | 3 | | 3 | | 1 | | 1 | | 1 | | 1 | | 2 | 1 | 3 | | 7 | 1 | 8 |
| Parking | | | | | | | | | | | | | | | | | | | | |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | | | | | | | | | | | | | | | | | | |
| Pedestrian | | | | | | | | | | | | | | | | | | | | |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 5 | 1 | 6 | | 1 | 4 | 5 | | 3 | 1 | 4 | | 2 | 2 | 4 | | 11 | 8 | 19 |

Form E-261-6-70

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

N.W. Cornell Road & Barnes Road - Washington County
December 26, 1978

## TRAFFIC SIGNAL WARRANT COMPARISON*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) | 1113 | 1113 | 906 | ~~877~~ | 841 | 801 | 800 | 784 | 761 |
| Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) | 427 | 415 | 330 | ~~155~~ | 351 | 317 | 313 | 357 | 281 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) | | | NOT | STUDIED | | | | | |

| | Minimum Volume Warrant** | Number of Hours Warrant is Met (8 required) |
|---|---|---|
| ① Minimum Vehicular Volume: | | |
| Major Street | 500 | 8 |
| Minor Street | 200 | 8 |
| ② Interruption of Continuous Traffic: | | |
| Major Street | 750 | 8 |
| Minor Street | 100 | 8 |
| 3. Minimum Pedestrian Volume: | NOT STUDIED | |
| Vehicular Volume (Major Street) | | |
| Pedestrian Volume | | |
| 4. Accident Experience: | | |
| Preventable Accidents (last 12 months) | 4 | |
| Minimum Warrant | 5 | |
| 5. Systems Warrant: | | |
| Entering Volume (Weekday peak hour) | N.A. | |
| Minimum Warrant | 800 | |

Date of Traffic Count December 21-22, 26-27, 1978

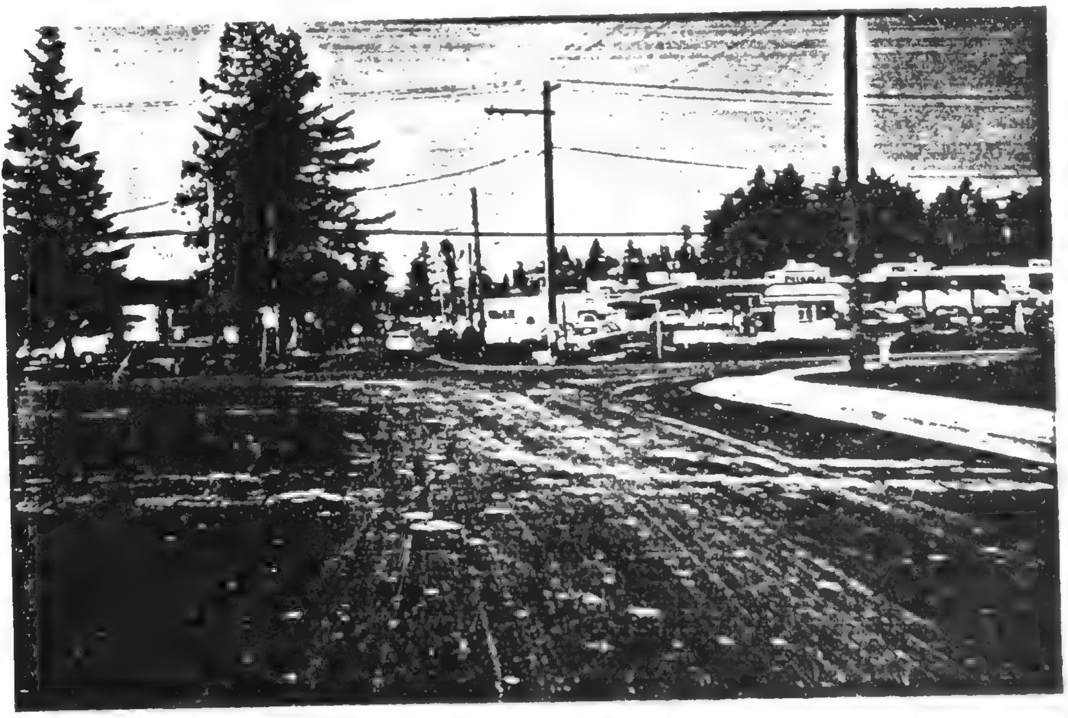
---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

NOTE: Barnes Rd. to be aligned to intersect Cornell Rd. at Saltzman Rd

1



2

TYPICAL VIEWS

N.W. Cornell Road & N.W. Saltzman Road - Washington Co.

1. Looking east on N.W. Cornell Road from 100 ft. west of N.W. Saltzman Road.

2. Looking north on N.W. Saltzman Road from 100 feet south of N.W. Cornell Road.

FILE NO. [illegible]6

# VEHICLE VOLUME SUMMARY

LOCATION NW Cornell Rd & Barnes Rd TIME 6AM - 6PM

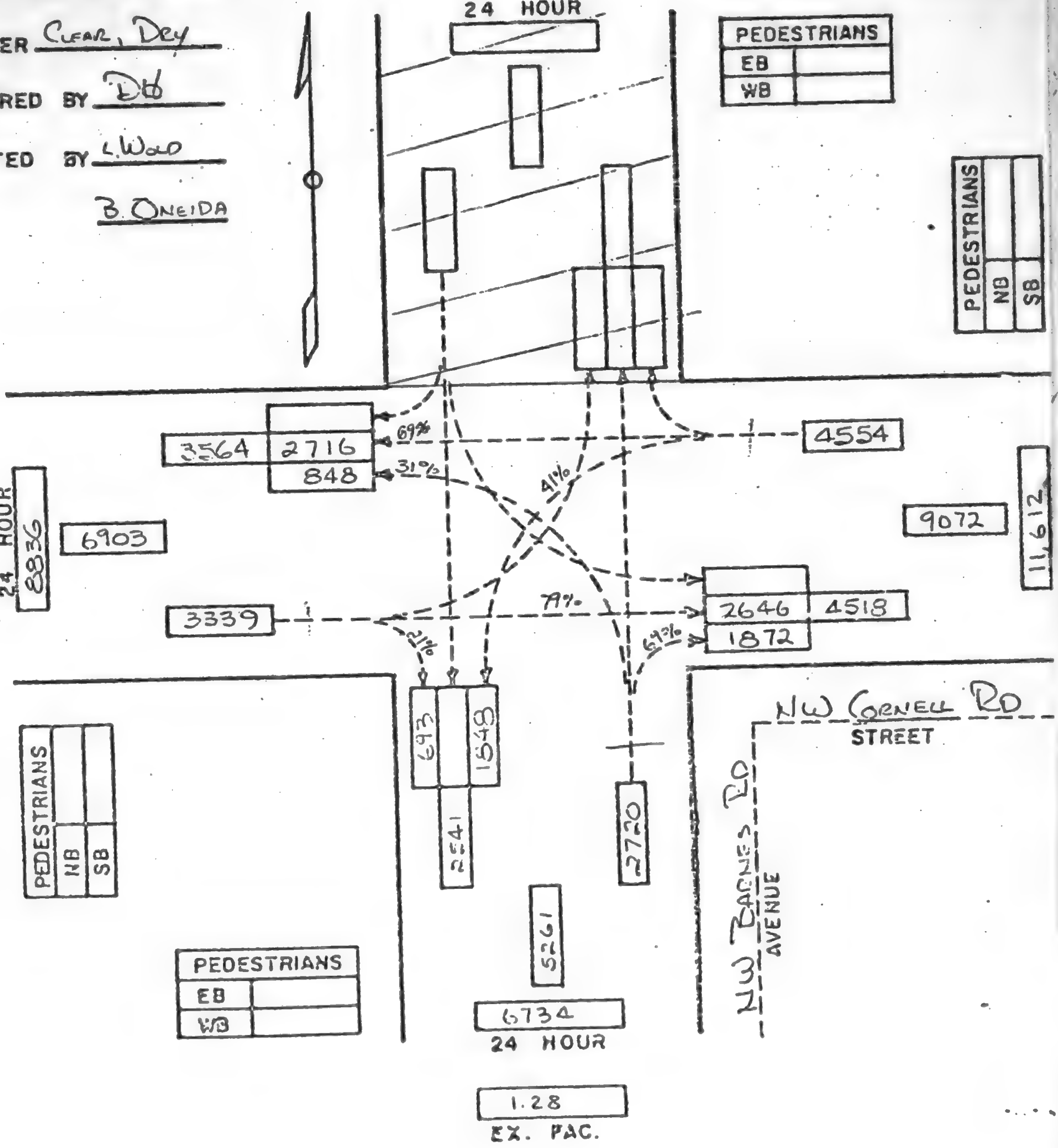
DATE 29 July 76

WEATHER Clear, Dry

PREPARED BY DH

COUNTED BY L. Wold

B. Oneida


24 HOUR
PEDESTRIANS
EB
WB
PEDESTRIANS
NB
SB
3564
2716
848
69%
31%
4554
41%
EX. FAC.
1.28
24 HOUR
8836
6903
9072
11,612
3339
79%
2646
4518
1872
21%
69%
693
1848
2541
2720
NW Cornell Rd
STREET
NW Barnes Rd
AVENUE
PEDESTRIANS
NB
SB
5261
PEDESTRIANS
EB
WB
6734
24 HOUR
1.28
EX. FAC.

FILE NO.

# VEHICLE VOLUME SUMMARY

LOCATION Cornell Rd & Salzman Rd TIME 6-10 AM

4-7 P.M.

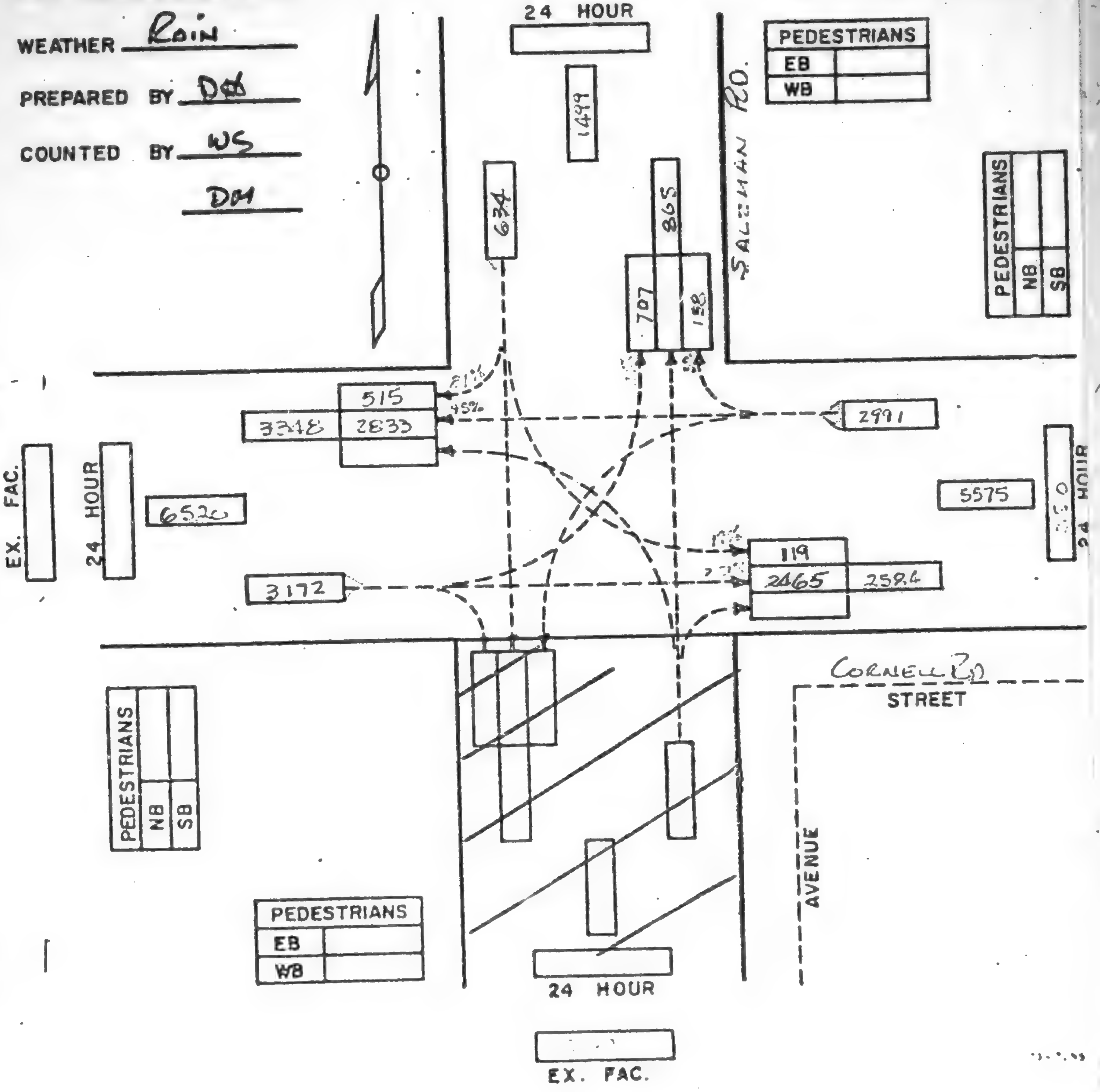
DATE 10 JAN 78

WEATHER Rain

PREPARED BY D.M.

COUNTED BY WS

DM


24 HOUR
1499
634
865
707
158
SALZMAN RD.
PEDESTRIANS
EB
WB
PEDESTRIANS
NB
SB
81%
515
45%
3348
2833
2991
EX. FAC.
24 HOUR
6520
5575
24 HOUR
119
2465
2584
3172
CORNELL RD
STREET
AVENUE
PEDESTRIANS
NB
SB
PEDESTRIANS
EB
WB
24 HOUR
EX. FAC.

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

## AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: Cornell Rd Station: ______ Direction: East

Location: 150' West of Barnes Rd Year: 1978

| | Day of Week | Sun. | Mon. | Tues. | Wed. | Thurs. | Fri. | ~~Sat.~~ | |
|---|---|---|---|---|---|---|---|---|---|
| | Date (Month & Day) | | | 12-26 | 12-27 | | | E & W | |
| | Hour of Day: | | | | | | | COMBINED | |
| A.M. | 12 - 1 | | | | 39 | | | 110 | |
| | 1 - 2 | | | | 22 | | | 60 | |
| | 2 - 3 | | | | 10 | | | 30 | |
| | 3 - 4 | | | | 12 | | | 33 | |
| | 4 - 5 | | | | 9 | | | 28 | |
| | 5 - 6 | | | | 41 | | | 93 | |
| | 6 - 7 | | | | 203 | | | 371 | |
| | 7 - 8 | | | | 441 | | | 877 | 4 |
| | 8 - 9 | | | | 205 | | | 631 | |
| | 9 - 10 | | | | 212 | | | 644 | |
| | 10 - 11 | | | | 209 | | | 696 | |
| | 11 - 12 | | | | 268 | | | 800 | 7 |
| P.M. | 12 - 1 | | | | 288 | | | 801 | 6 |
| | 1 - 2 | | | | 260 | | | 761 | 7 |
| | 2 - 3 | | | 308 | | | | 784 | 8 |
| | 3 - 4 | | | 319 | | | | 906 | 3 |
| | 4 - 5 | | | 329 | | | | 1113 | 2 |
| | 5 - 6 | | | 289 | | | | 1113 | 1 |
| | 6 - 7 | | | 233 | | | | 841 | 5 |
| | 7 - 8 | | | 199 | | | | 720 | |
| | 8 - 9 | | | 161 | | | | 530 | |
| | 9 - 10 | | | 117 | | | | 381 | |
| | 10 - 11 | | | 100 | | | | 297 | |
| | 11 - 12 | | | 66 | | | | 172 | |
| | Automatic Recorder Total 24 Hours | | | | 4340 | | | 12792 | |
| | Axle Correction Factor 1) | | | | | | | | |
| | 24-Hour Adjusted Total | | | | | | | | |

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

## AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: Cornell Rd Station: ______ Direction: West

Location: 100' ~~N~~ East of Barnes Rd Year: 1978

| | Day of Week | Sun. | Mon. | Tues. | Wed. | Thurs. | Fri. | Sat. |
|---|---|---|---|---|---|---|---|---|
| | Date (Month & Day) | | | | | 12-21 | 12-22 | |
| | Hour of Day: | | | | | | | |
| A.M. | 12 - 1 | | | | | | 71 | |
| | 1 - 2 | | | | | | 38 | |
| | 2 - 3 | | | | | | 20 | |
| | 3 - 4 | | | | | | 21 | |
| | 4 - 5 | | | | | | 19 | |
| | 5 - 6 | | | | | | 52 | |
| | 6 - 7 | | | | | | 168 | |
| | 7 - 8 | | | | | | 436 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | 8 - 9 | | | | | | 426 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | 9 - 10 | | | | | | 432 | |
| | 10 - 11 | | | | | | 487 | |
| | 11 - 12 | | | | | | 532 | |
| P.M. | 12 - 1 | | | | | 513 | | |
| | 1 - 2 | | | | | 501 | | |
| | 2 - 3 | | | | | 476 | | |
| | 3 - 4 | | | | | 587 | | |
| | 4 - 5 | | | | | 784 | | |
| | | | | | | | | |
| | | | | | | | | |
| | 5 - 6 | | | | | 824 | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | 6 - 7 | | | | | 608 | | |
| | 7 - 8 | | | | | 521 | | |
| | 8 - 9 | | | | | 369 | | |
| | 9 - 10 | | | | | 264 | | |
| | 10 - 11 | | | | | 197 | | |
| | 11 - 12 | | | | | 106 | | |
| | Automatic Recorder Total 24 Hours | | | | | | 8452 | |
| | Axle Correction Factor 1) | | | | | | | |
| | 24-Hour Adjusted Total | | | | | | | |

1) 1.00 - (0.5 x S&F Truck Percentage)

## OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

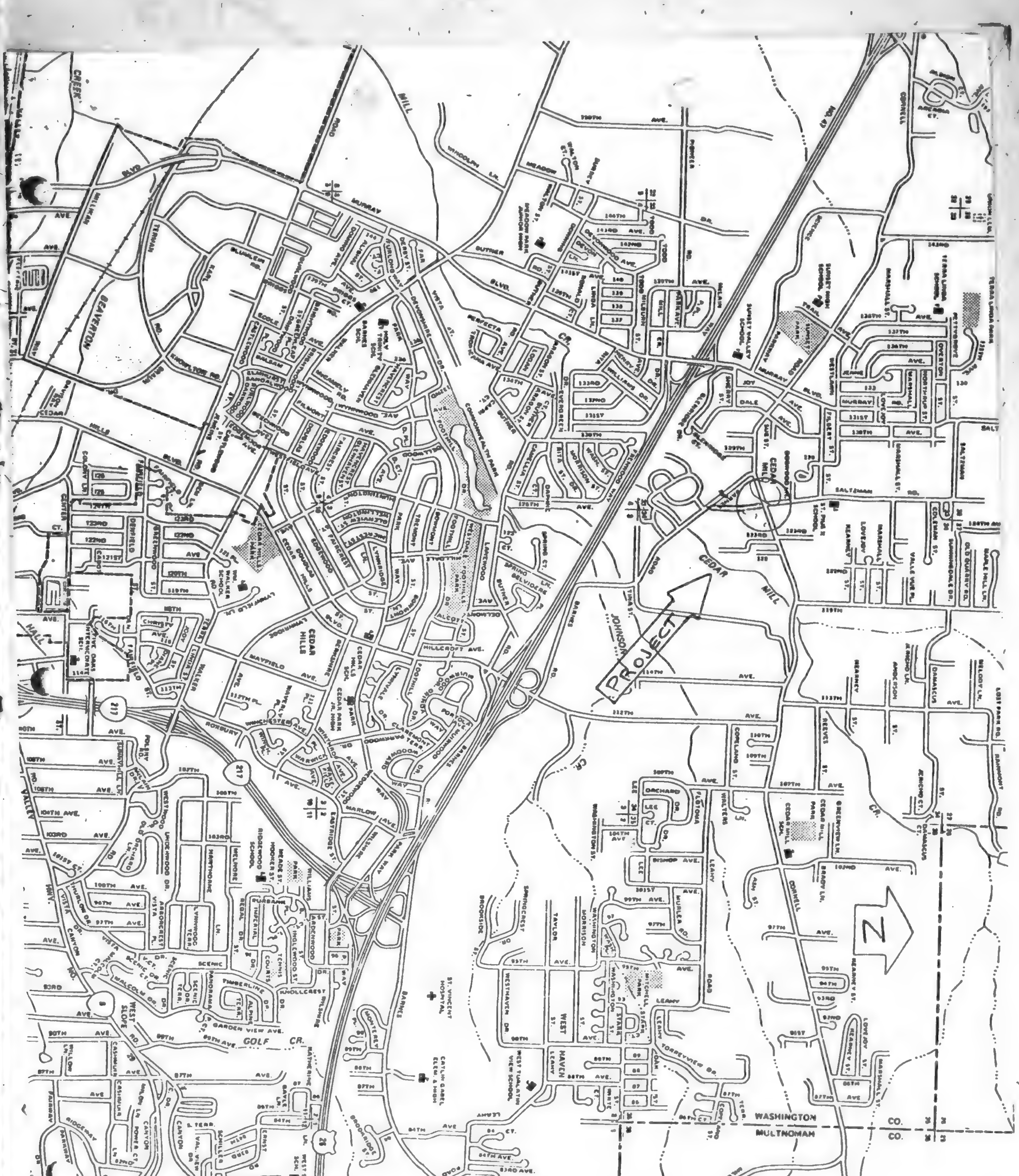
## AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: Barnes Rd  Station: ______  Direction: North

Location: 100' South of Cornell Rd  Year: 1978

| | Day of Week | Sun. | Mon. | Tues. | Wed. | Thurs. | Fri. | Sat. |
|---|---|---|---|---|---|---|---|---|
| | Date (Month & Day) | | | | | 12-21 | 12-22 | |
| | Hour of Day: | | | | | | | |
| A.M. | 12 - 1 | | | | | | 58 | |
| | 1 - 2 | | | | | | 45 | |
| | 2 - 3 | | | | | | 30 | |
| | 3 - 4 | | | | | | 22 | |
| | 4 - 5 | | | | | | 6 | |
| | 5 - 6 | | | | | | 18 | |
| | 6 - 7 | | | | | | 64 | |
| | 7 - 8 | | | | | | 155 | |
| | 8 - 9 | | | | | | 179 | |
| | 9 - 10 | | | | | | 175 | |
| | 10 - 11 | | | | | | 233 | |
| | 11 - 12 | | | | | | 313 | |
| P.M. | 12 - 1 | | | | | 317 | | |
| | 1 - 2 | | | | | 281 | | |
| | 2 - 3 | | | | | 357 | | |
| | 3 - 4 | | | | | 330 | | |
| | 4 - 5 | | | | | 415 | | |
| | 5 - 6 | | | | | 427 | | |
| | 6 - 7 | | | | | 351 | | |
| | 7 - 8 | | | | | 331 | | |
| | 8 - 9 | | | | | 229 | | |
| | 9 - 10 | | | | | 237 | | |
| | 10 - 11 | | | | | 186 | | |
| | 11 - 12 | | | | | 117 | | |
| | Automatic Recorder Total 24 Hours | | | | | | 4886 | |
| | Axle Correction Factor 1) | | | | | | | |
| | 24-Hour Adjusted Total | | | | | | | |

1) 1.00 - (0.5 x S&F Truck Percentage)


PROJECT
N
CEDAR MILL
CEDAR HILLS
BEAVERTON
MURRAY
CEDAR HILLS BLVD.
SALTZMAN RD.
CORNELL RD.
BARNES RD.
JOHNSON
217
26
WASHINGTON CO.
MULTNOMAH CO.
GOLF CR.
ST. VINCENT HOSPITAL
WEST HAVEN
CEDAR MILL SCH.
SUNSET HIGH SCHOOL
CEDAR HILLS PARK
WEST SLOPE RD.
CANYON RD.
WEST SYLVAN SCH.

1981 Hanley Ranch-Fish Lake Sec. 935
of the Lake of the Woods Hwy.
(Paving)

9350

rn

STATE COPY

cc: H. S. Coulter

U.S EPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

1-16-84

| | | | | |
|---|---|---|---|---|
| REGION NUMBER<br>10 | REPORT NUMBER<br>3 | COUNTY<br>Jackson | | DIVISION<br>Oregon |
| DATE OF REPORT<br>1-16-84 | | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>F-36(3) |
| COMPLETION DATE<br>10-27-82 | | ACCEPTANCE DATE BY CONTRACT AGENCY<br>8-5-83 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>275 Calendar work days |
| APPROVED EXTENSIONS<br>22 calendar work days | | LOCATION<br>Approximately 45 miles west of the City of Klamath Falls, Klamath County, Oregon, an Oregon signed route 140 | | |

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## HANLEY RANCH - FISH LAKE SECTION
## Lake of the Woods Highway
## Paving

This 9.91 mile project provided for an overlay of the existing road between approximately M.P. 16 and M.P. 25.9.

The project is now complete and acceptance is recommended. A final inspection of the completed work was made on July 27, 1983.

A 22-day time extension was granted by the State due to the work performed under Extra Work Order no. 1 and price agreement numbers 5 and 6. The eliminated all liquidated damages on the project.

The final amount of the original contract bid items was $1,307,619.37 or a 0.75% overrun of the contract bid amount of $1,297,878.00. The final cost of the project including engineering and all changes was $1,572,549.27.

Project signing and striping are complete.

All participating work on this project has been completed.

RECEIVED
STATE HWY ENGR
JAN 20, '84
REFER TO Keasey
FOR
Info | R/D

NOTED
W. E. SCHWAP

ar
1/23

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE Original Signed by D. B. Carter Area Engr. | SIGNATURE [illegible] |
| TITLE Area Engineer — DATE 1/19/84 | TITLE Field Operations Engineer — DATE 1/19/84 |

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

9350

**CROTHERS & CRANDALL**
ATTORNEYS AT LAW

WILLIAM C. CROTHERS, JR., P.C.
DALE L. CRANDALL, P.C.

KATHLEEN A. EVANS

January 6, 1984

#9350

CERTIFIED MAIL

Mr. Bogart
Bogart Construction Co.
8725 Houston Road
Venita, OR 97487

Re: Contract #9383 and 9350
Dale Clarambeau

Gentlemen:

This office represents Mr. Dale Clarambeau concerning monies owed to him for work done for you on contracts with the State and including:

| | | | |
|---|---|---|---|
| 1. | Contract #9383 | $4,675.50 | [illegible] 9-16-83 |
| 2. | Contract #9350 and other work | 1,645.50 | [illegible] |
| | Total | $6,321.00 | |

These amounts have not been paid and unless the sum of $6,321.00 is paid within 10 days, legal action will be commenced.

Very truly yours,

William C. Crothers, Jr.

WCC:js

cc: Dale Clarambeau

Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

30/ClaramBX

RECEIVED
JAN - 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

960 BROADWAY STREET N.E. SUITE 6 SALEM, OREGON 97301 (503) 378-0225

9350 CL 83-236

5

✓BC: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed copy
of this letter.

FILED
NOV 9 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 2, 1983

IN REPLY REFER TO
FILE NO.: CON 5
#9350

Mr. Dale Clarambeau
215 Elma Avenue SE
Salem, OR 97301

Dear Mr. Clarambeau:

This will acknowledge your letter dated October 28, 1983, filing a claim against the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Dale Clarambeau |
| AMOUNT: | $4,035 |
| FOR: | Paint stripping from guardrail |
| AGAINST (Prime contractor) | Angell Asphalt & Aggregate, Inc. |
| SUBCONTRACTOR: | Bogart Construction Co. |
| CONTRACT NO.: | 9350 |
| PROJECT: | Hanley Ranch-Fish Lake Section,<br>Lake of the Woods Highway,<br>Jackson County |
| SURETY: | United Pacific Insurance Co. |
| AGENT: | Campbell, Galt & Newlands, Inc. |

FD
NOV 14, 1983
kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

Angell Asphalt & Aggregate, Inc.
PO Box 4318
Eastside, OR 97420

731-0188

Dale Clarambeau
215 Elma Ave Se.
Salem, Oregon 97301
Phone 364-4897

Robert Goremsen
Dept. Transportion
Salem, Oregon 97310

Oct. 28, 1983

Dear Sir:

I have not been paid for stripping the paint from guard rail on Hanely Ranch-Fish Lake section of Lake of the Woods Highway contract no 9350. This work was completed July 23, 1982. Work was done for Bogart Constr-action co. A sub-contractor under Angle Asph Inc. 13450 lin feet of guard rail stripped @ .30 per lin foot, total due $4035.00

I would appreciated your help in collecting this account.

Thank You

Dale Clarambeau

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

935

# REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

# ASSISTANT STATE HIGHWAY ENGINEER

9-2-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Aubrey Mtn. Const. Co.<br>No. 9559 | Irrigation Canal (Bear Dr.) Br.<br>Jefferson County | Aug. 2, 1983 |
| Angell Asphalt & Agg., Inc.<br>No. 9350 | Hanley Ranch-Fish Lake<br>Jackson County | Aug. 5, 1983 |
| Jack Mathis, Gen.Contr.<br>No. 9509 | Medford Complex<br>Jackson County | Aug. 8, 1983 |
| N. Santiam Sand & Gravel, Inc.<br>No. 9354 | Golf Club Rd.-E. Stayton Intchge.<br>Marion County | Aug. 10, 1983 |
| Columbia Excavating,Inc.<br>No. 9445 | NE Glisan St.-SE Glenwood St. (Portland)<br>Multnomah County | Aug. 11, 1983 |
| Steve Pyles, Gen.Contr.<br>No. 9561 | N. Fork Ash Cr. Br. (Independence)<br>Polk County | Aug. 15, 1983 |
| Stukel Rock & Paving,Inc.<br>No. 9503 | Willamette Rock Production<br>Klamath County | Aug. 16, 1983 |
| Oregon Asphaltic Paving<br>No. 9498 | Mt.Hood Hwy. @ Birdsdale Ave. (Gresham)<br>Multnomah County | Aug. 16, 1983 |
| Wildish Corvallis Const.<br>No. 9552 | Fish Cr.-Poterf Cr.<br>Lane County | Aug. 30, 1983 |
| Clarke Electric, Inc.<br>No. 9566 | McKenzie Hwy. @ 58th St.(Spgf.)<br>Lane County | Aug. 31, 1983 |
| Wildish Corvallis Const.<br>No. 9529 | Cottage Grove Conn.@ Gateway Blvd.<br>Lane County | Aug. 31, 1983 |
| Hertz Electric,Inc.<br>No. 9571 | SW Lombard Ave.-SW 107th Ave. (Beaverton)<br>Washington County | Aug. 31, 1983 |

September 2, 1983

W. E. Schwartz, P.E.
for Asst. State Highway Engineer

9350

5

August 22, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9350

Gentlemen or Ladies:

On August 10, 1983, we wrote to you concerning release of final payment on Contract No. 9350 awarded to Angell Asphalt & Aggregate, Inc. for work on the Hanley Ranch-Fish Lake Section of the Lake of the Woods Highway in Jackson County.

Final payment on this contract is $5,000 and the total contract amount is $ 1,423,547.42 including $ 95,199.94 for work performed under force account.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Angell Asphalt & Aggregate, Inc.
PO Box 4318
Eastside, OR 97420

United Pacific Insurance Co.
921 SW Washington, Suite 333
Portland, OR 97205

bc: C. T. Keasey
Walt Hart
Dale Allen

9350

D

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hanley Ranch-Fish Lake
WEEK ENDING: January 29,1983
SECTION PREFIX: 115-1029
HIGHWAY: Lake Of The Woods
COUNTY: Jackson
NAME OF JOB: Hanley Ranch-Fish Lake
KIND OF WORK: Paving
CONTRACTOR: Angell Asphalt & Aggregate, Inc.
CONTRACT NUMBER: 9350
FEDERAL AID PROJECT NUMBER: F - 36 (3)
ESTIMATED COMPLETION DATE:
DATE OF CONTRACT: September 23, 1981
DATE WORK STARTED: June 1, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 275
CALENDAR DAYS USED: 275
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $1,566,987.75
EXCLUSIVE OF ENGINEERING: $1,455,557.51
ENGINEERING AUTHORIZATION: $111,430.24
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,436,010.58
ENGINEERING COST TO DATE: $106,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
DATE PROJECT WAS COMPLETED: October 27, 1982
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %
PERCENT OF AUTHORIZATION: 95 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | GUARDRAIL |
|---|---|---|---|---|---|---|
| | | 100 | | 100 | 100 | 100 |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 9.91 | | | | 9.91 |
| MILES PARTIALLY COMPLETED | 9.91 | | | | 9.91 |
| MILES COMPLETED | 9.91 | | | | 9.91 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 4490 | | | | 42560 |
| TOTAL QUANTITIES CORRECTED TO DATE | 5740 | | | | 40310 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 5740 | | | | 40310 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 23 | Cloudy | 0 | | |
| MONDAY 24 | Cloudy-Showers | 0 | | |
| TUESDAY 25 | Cloudy | 0 | | |
| WEDNESDAY 26 | Cloudy-Rain | 0 | | |
| THURSDAY 27 | Cloudy-Rain | 0 | | |
| FRIDAY 28 | Cloudy | 0 | | |
| SATURDAY 29 | Cloudy | 0 | | |

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JAN 31 1983
CONSTRUCTION SECTION
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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 23<br>SUNDAY | |
| 24<br>MONDAY | |
| 25<br>TUESDAY | |
| 26<br>WEDNESDAY | NO JOB ACTIVITY ALL WEEK. |
| 27<br>THURSDAY | |
| 28<br>FRIDAY | |
| 29<br>SATURDAY | |

## REMARKS

Some corrective work on paving remains to be done by contracter when the weather improves.

Semifinal will be submitted to Region Office next week.

FINAL REPORT.

SIGNED B.N. Hatcher LOCATION Klamath Falls
B. N. Hatcher

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9350

B

nig cc:OSHD(Cou[illegible]er)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# STATE COPY

## INITIAL REPORT

12-3-82

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Jackson | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>12-2-82 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>F-36(3) |

IN COMPANY WITH Unaccompanied. Discussed with B. Hatcher, Project Manager, and R. Pool, Region 4 Operations Engineer, OSHD.

LOCATION Approximately 45 miles west of the City of Klamath Falls, Klamath County, Oregon on Oregon signed Route 140.

CONTRACTOR NAME AND ADDRESS Angell Asphalt & Aggregate, Inc., 641 Sixth Street, Eastside, Oregon 97420

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>9-3-81 | CONTRACT AMOUNT<br>$1,297,878.00 | TIME ALLOWED<br>275 CWD | TIME STARTED<br>10-6-81 | WORK STARTED<br>6-1-82 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>108 | WORK COMPLETED<br>See below | |

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO Keasey
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
W. E. SCHWARTZ
12/22

REMARKS

### HANLEY RANCH - FISH LAKE SECTION
### LAKE OF THE WOODS HIGHWAY
### Paving

This 9.91 mile project provided for an overlay of the existing road between approximate MPs 16 and 25.91.

The work is essentially complete, except for some construction joint repair work and some placement of additional shoulder aggregate. The contractor is required to do some corrective work at some rough joint locations. Some of this work has already been accomplished, but the remainder will be delayed until better weather. Mr. Hatcher indicated the contractor may ask that he be assessed for the cost of the repairs, with State maintenance forces doing the actual work. The patch already placed near the structure (No. 3761A) at MP 18.23 should also be included in the work remaining, as some additional work remains to properly complete this repair.

This project included several typical sections. In those areas where a 40-foot section was paved, four 10-foot panels were laid instead of one 8-foot and a 12-foot panel on each side

(more)

of centerline. This left a longitudinal joint in the wheel path. The joint is very noticeable in the westbound lane. The joint is not noticeable in the eastbound lanes, as two pavers were working together, which produced a hot lap. A joint along the wheel line is a very marginal construction practice and should be avoided whenever possible. This is not common practice, and Mr. Hatcher indicated this condition will not recur. *

The slide which was repaired as part of the contract under Extra Work Order No. 1 has shown some isolated surface movement. The movement is not considered to be significant at this time.

A nuclear testing device was planned to be used for asphalt concrete density control on this project. However, the gauge did not work properly, and so, could not be used on the project. Region 3 personnel (on loan) did do some testing. However, it was decided to core the project to assess compaction. Cores were cut on August 6 and 20 and reported on laboratory reports 03471, 04490, and 04492. Approximately one-third of these cores failed to meet minimum density requirements. Inspection of the cores and the note on laboratory report 04490 indicate that coring may have been done before the mat had cooled sufficiently to take representative cores. Some recoring was done on October 29, 1982 (cores nos. 32 through 52) to help get additional density data. All of these cores meet the minimum density requirement, with an average of 95.5 percent.

Price Agreement No. 7 provides for additional shoulder aggregates. Additional shoulder aggregates are necessary to complete the work. This work has not yet been done. The contractor has already placed the plan quantity of this material, plus the remaining material he had produced. The additional material required to complete the work will come from a commercial source.

--- DBC ---

9350

B

CON

December 1, 1982

Angell Asphalt & Aggregate, Inc.
P. O. Box 4318
Eastside, Oregon 97420

Time Extension Request
Hanley Ranch-Fish Lake
Contract No. 9350
FAP No. F-36(3)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of 22 calendar workdays is granted due to work performed under EWO No. 1 and Price Agreements No. 5 and 6. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc Dale Allen w/att.
Barry Hatcher w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale D. Allen
Regional Engineer

DATE: November 18, 1982

B. N. Hatcher

FROM: B. N. Hatcher
Project Manager

— CE — RECEIVED — O/A —
— CAE — — CA —
— FOE —
— OCS — NOV 26 1982 —
— SCS — — TC —
— EEO — CONSTRUCTION — FE —
SECTION — CP —

SUBJECT:
Hanley Ranch-Fish Lake
Lake of The Woods Highway
Jackson County
Contract No. 9350
F.A.P. No. F-36(3)

Attached please find one copy "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract" for the subject project.

$95,224

The contractor is requesting an additional 30 days and states his reasons as additional work due to the slide correction (E.W.O. No. 1) and modification of guard rail installation to allow use of ACA treated posts (P.A. No. 5). —$4,622

His request appears reasonable as the slide correction work took 46 days (6-22 to 8-6-82) and did hold him up on some of his other work. I have no way of determining how much longer the guard rail work took with the modification of it, as the work was done on a price agreement. It would have been significant, due to the amount of work involved. Another item that the contractor did not mention was the installation of delineators on the project. This was also done by price agreement and took 8 days to complete (10-20 to 10-27-82).

In light of the above, I would recommend that the time extension be granted. Work began this Spring about as soon as reasonably possible after the snow had melted and things had dried out enough to do something.

Some pertinent dates are as follows:

| | |
|---|---|
| Award Date - | September 23, 1981 |
| Time Allowed - | 275 CWD |
| Day Count Started | October 6, 1981 |
| Work Began - | June 8, 1982 |
| 2nd. Notification Date - | October 27, 1982 |
| Total Time Used - | 297 CWD |

11-26-82
W.E. Schwartz:
Contract time overran by 22 CWD. Recommend an extension of 22 CWD due to work performed under EWO and P.A.

RDE RE RCE PLA FAE
E RECEIVED GEO
RUE NOV 19 1982 RDE
RDO REGION 4 RBE
ASSIGNED

BNH:ddb

cc: Files

cc: B. Jackmond

Recommendation —

| | | |
|---|---|---|
| EWO #1 | - 28 days | (0.6 x 46 days) |
| PA #5 | - 7 days | |
| delinators | - 8 days | |
| | 43 days | |

Bob Pool
11-24-82

Contains Recycled Materials

9350

10-18-82

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-36(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10078

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Moehring
FOR
Info Inves R/D D.R Sign Act File

10/22
mg

7. DATE AUTHORIZATION EFFECTIVE 7/25/82

8. FEDERAL ROUTE NUMBER Primary 36

9. STATE ROUTE NUMBER Secondary 270

10. GENERAL LOCATION:
Hanley Ranch - Fish Lake Section

11. GENERAL DESCRIPTION OF WORK
Furnish Guardrail Elements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN ACCEPTED BID AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 7/25/82 as requested in Mr. Keasey's letter of 9/8/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,900 Federal Funds $1,675.

RECEIVED
OCT 22 1982
CONSTRUCTION SECTION
___ CE ___
___ CAE ___
___ FOE ___
___ QCS ___
___ SCS ___
___ SEO ___
___ OM ___
___ LS ___
___ FE ___
___ CP ___

NOTED
W. E. SCHWARTZ

14. DATE 10/18/82

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9350

October 15, 1982

E. H. Jones, B. N. Hatcher
Project Managers

J. L. Widmer
EEO, MBE & Labor Compliance Officer

Fringe Benefits
Contract No's. 9370 Reedsport-Dean Creek
9350 Hanley Ranch-Fish Lake

Angel Asphalt & Aggregate, Inc., the prime contractor on the above projects, is presently involved in litigation concerning the payment of fringe benefits to employees or to union funds.

I have advised the contractor that these monies should be put into an escrow account with instructions to disburse the funds as directed by the court. This action would meet the Davis Bacon requirement that allows a third party fund to be used where benefits are not paid through existing union plans or in cash to the employees.

No further payments, monthly estimates or retainage should be paid the contractor on either project until satisfactory documentation has been furnished indicating a proper account has been set up pending final court action.

JLW:cb

cc: H. S. Coulter
Al Shirley
Bob Church
Files

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
OCT 14 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9350

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>8-95 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Jackson |
| MODIFICATION NUMBER<br>1 | 8-19-83 | Project Number<br>F-36(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 9, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,551,912.00 | $ 1,562,000.00 |
| Federal funds | $ 1,368,476.00 | $ 1,377,371.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry G. Rotter

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen [illegible]

Oregon State Highway Division
Salem, Oregon August 2, 1983

Federal-Aid Project No. F-36(3)

Hanley Ranch-Fish Lake Section
Lake of the Woods Highway
Jackson County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 16.00 to M.P. 25.91)

| | |
|---|---|
| Subtotal of previous estimate October 5, 1981 | $ 1,379,478.00 |

| | |
|---|---|
| Subtotal | $ 1,379,478.00 |
| Engineering | 182,522.00 |
| Total | $ 1,562,000.00 |

| | |
|---|---|
| Length of Project | 9.91 mi. |
| Cost of Roadway Per Mile | $ 157,618.56 |

| | |
|---|---|
| Federal Funds | $ 1,377,371.00 |
| State Funds | 184,629.00 |
| Total | $ 1,562,000.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9350 |
| Prefix: | 115-1029 |

9350

STATE COPY 2,

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-85 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>10-9-81 | STATE<br>Oregon<br>COUNTY<br>Jackson<br>PROJECT NO.<br>F-36(3) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hanley Ranch - Fish Lake

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-26-81 | 9.91 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18 %

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 1,551,912.00 | FEDERAL FUNDS<br>$ 1,368,476.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec. Asst. to State Highway Engineer
*(Title)*

XXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 5, 1981

Federal Aid Project
No. F-36(3)

Hanley Ranch - Fish Lake Section
Lake of the Woods Highway
Jackson County

## PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 16.00 to M.P. 25.91)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | 1 Each | 1,500.00 | $ 1,500.00 |
| Mobilization | | All Required | 131,635.50 |
| Temporary Protection and Direction of Traffic | | All Required | 15,200.00 |
| Temporary Signs | 342 Sq. Ft. | 5.50 | 1,881.00 |
| Temporary Barricades | 2 Each | 90.00 | 180.00 |
| Flagman | 1,150 Hour | 22.50 | 25,875.00 |
| Pilot Car | 300 Hour | 22.50 | 6,750.00 |
| Removal of Structures and Obstructions | | All Required | 20,500.00 |
| Embankment in Place | 370 Cu. Yd. | 10.00 | 3,700.00 |
| Watering | 80 M-Gal. | 10.00 | 800.00 |
| Aggregate Shoulders | 4,490 Ton | 7.40 | 33,226.00 |
| Class "B" Asphalt Concrete Mixture | 42,560 Ton | 11.00 | 468,160.00 |
| Asphalt Cement in Mixture | 2,625 Ton | 175.00 | 459,375.00 |
| Asphalt in Tack Coat | 110 Ton | 200.00 | 22,000.00 |
| Guard Rail, Type 2A | 18,525 Lin. Ft. | 4.22 | 78,175.50 |
| Guard Rail, Type 3 | 100 Lin. Ft. | 22.00 | 2,200.00 |
| Guard Rail Anchors, Type 1 | 59 Each | 250.00 | 14,750.00 |
| Guard Rail Anchors, Type 2 | 1 Each | 400.00 | 400.00 |
| Extra for Guard Rail Bridge Connections | 4 Each | 350.00 | 1,400.00 |
| Rail End Pieces, Type C | 58 Each | 65.00 | 3,770.00 |
| Extra for Asphalt Approaches | 32 Each | 200.00 | 6,400.00 |
| | | | $1,297,878.00 |

| | | |
|---|---|---|
| Anticipated Items | | |
| Permanent Pavement Striping | All Required | $ 8,200.00 |
| Temporary Pavement Striping | All Required | 2,600.00 |
| Asphalt Cement Adjustment | All Required | 70,000.00 |
| On-the-job Trainees (1,000 hr. @ $0.80) | All Required | 800.00 |
| | | $ 81,600.00 |

| | |
|---|---|
| SUBTOTAL | $1,379,478.00 |
| Engineering | 172,434.00 |
| TOTAL | $1,551,912.00 |

Length of Project ------------------ 9.91 miles
Cost of Project Per Mile -----------$156,600.60

Work Retained in Program
(not included in amounts below)

|  |  |  |
|---|---|---|
| State Furnished Guard Rail Elements | All Required | $ 1,900.00 |
| Bridge Embankment Repairs | All Required | 7,000.00 |

|  |  |
|---|---|
| Federal Funds (88.18%)-------------- | $1,368,476.00 |
| State Funds ------------------------- | 183,436.00 |
| TOTAL | $1,551,912.00 |

|  |  |
|---|---|
| Group 1 | 100% |
| Contract No. | 9350 |
| Prefix | 115-1984 |
| Prefix | 115-1029 |

9350 8-26-81

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTR[illegible]ION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-36(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10078

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81
8. FEDERAL ROUTE NUMBER Primary 36
9. STATE ROUTE NUMBER Secondary 270

10. GENERAL LOCATION:
Hanley Ranch - Fish Lake Section

11. GENERAL DESCRIPTION OF WORK
High type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permament & Temporary
Pavement Striping S.F. $10,800
On the job training $800
Asphalt cement adjustments $120,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 24, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,155,678 Federal Funds - $1,900,876.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR

| Info | Inve' | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

14. DATE 8/26/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USE

9350

270

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L Brant

1/2

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION Hanley Road-Fish Lake
Highway Lake of the Woods
County Jackson Region 3
Type of Work Overlay Funds FA
State ___ Consultant ___ Plans Avail. ___Yes ___No

DOCUMENTS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | 2 Exc |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | ☒ | | | | | |
| Write-off Letter | ☒ | | | | | |

PERMITS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | | ☒ | | | ☒ | USFS - DGMI ordered |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollutic | ☒ | | | | | |
| | | | | | | |
| | | | | | | |

CULTURAL:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |

NOISE:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | | | | | |

9350

270

**STATE OF OREGON**
HIGHWAY DIVISION - ODOT

## INTEROFFICE MEMO

LOC 3

TO: TRAFFIC
FINAL DESIGN
FEDERAL AID
SPECIFICATIONS

DATE: June 30, 1981

FROM: Donald E. Shaffer
Bicycle Route Engineer Don

SUBJECT: Hanley Ranch-Fish Lake Section
Lake of the Woods Highway
Jackson County

Please take the necessary steps required to provide bicycle lanes through the entire length of the above-named project.

DES:ge

**REFERRED TO**
____ Beard ____ Stoudenmeyer ____
1 Cole W.E.C. ____ Mann ____
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

OK shoulders are 4', 6' or 8'
W.E.C.

2 Versteeg Don
____ Anderson ____
1 Christensen LW
____ Olson ____
____ Sullivan ____
____ Terpin ____
____ [illegible] ____
____ Wa[illegible]ig ____

RECEIVED
JUL 1981
ROAD DESIGN SECTION

Do ____
Return To ____
Bring Up ____/____
Action ____

9350

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

June 29, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10078
Project No. F-36 (3)
Hanley Ranch - Fish Lake Section
Jackson County

Attached support data consists of PR-1 forms with project maps for the subject project.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1.

JLG/lms
Attachments

cc: Alfred Shirley, Jr. (Region 3)
General Files

Form 734 3122

9350 2

U.S. Department
of Transportation
**Federal Highway Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-36(2)
Hanley Ranch-Fish Lake Section
Lake of The Woods Hwy., Jackson County

Date: June 15, 1981

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The use of State-furnished guardrail members which were salvaged from previous projects is approved for this project as requested in Mr. Christensen's June 9 letter.

G. K. Hassner for
Dale E. Wilken

cc:
OSHD (D O Christensen, Rd Desgn)

RECEIVED
STATE HWY ENGR
JUN 16 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6/17

9350

L.

VICTOR ATIYEH

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 9, 1981

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

Hanley Ranch-Fish Lake Section
Lake of The Woods Highway
Jackson County

We are requesting a public interest finding in the State furnishing the following item on the subject project:

State-Furnished Guardrail Members, 9,500 Lin. Ft. @ $0.1988 = $1,888

This material was salvaged from previous projects. It was purchased by the State and stockpiled in the Klamath Falls Maintenance Yard. Charges will be made to the project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Lake of The Woods Maintenance Yard and use it on the project.

We feel it is in the public interest to use this material to conserve State funds previously expended and to conserve energy by using materials on hand.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Acting Road Design Engineer

bc H. S. Coulter
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Dale Allen
D. E. Swan
Jack Sullivan
W. E. Cole

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

WEC:ja

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270

# LOCATION PROSPECTUS

## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

10-27-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: Hanley Road-Fish Lake

HIGHWAY NAME: Lake of the Woods

HIGHWAY NUMBER: 270

| REGION | ADMINISTRATIVE DISTRICT | COUNTY | CITY |
|---|---|---|---|
| 4 | 11 | Jackson | |

LENGTH: 12 mi.

MILEPOST NUMBER: 16.0 TO 28.0

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Overlay with A.C. 12 miles from Hanley Road to Butte Falls Fish Lake Road, 7.9 miles of which is a two-lane section 40 ft. wide. The remaining 4.1 miles is 48 ft. wide and includes climbing lanes.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 3 1 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 2,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

**APPROVED**
Frank E. Terpin
Location Engineer
Date 10/27/80

FORM 734-1730 (12-78) Page 1

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 - 12 ft. | 2 - 12 ft. |
| SHOULDERS | 2 - 8 ft. | 2 - 8 ft. |
| MEDIANS | | — — |
| PARKING LANES | | — — |
| SIDEWALKS | | — — |
| BIKEWAYS | | Shldr. Bikeway |
| INTERCHANGES | | — — |
| OTHER: | 1 - 12' climbing lane - shoulders 8' lt., 4' rt. | 1-12' climb land-shoulders 8'lt.,4' rt. |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ |
| River __________ | ☐ | ☒ | ☐ |
| Stream __________ | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☐ | ☒ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☐ | ☒ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing ____________ | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☒ | ☐ | ☐ |
| Utilities | ☐ | ☒ | ☐ |

Type ____________________

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☒ | ☐ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☒ | ☐ |
| Requires Vicinity Map | ☐ | ☒ | ☐ |
| Requires Photogrammetry | ☐ | ☒ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Reconnaissance Available | ☐ | ☒ | ☐ |
| Design Review | ☐ | ☒ | ☐ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY | | |
|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT |
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT—OF—WAY | ☐ | ☐ N/A | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | (3) | 1 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | 3 |

| | | |
|---|---|---|
| RECOMMENDED CONSTRUCTION DATE | ____________ (Region) | F 3Q '82 (Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| Asphaltic Concrete | -- | 3" |

## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

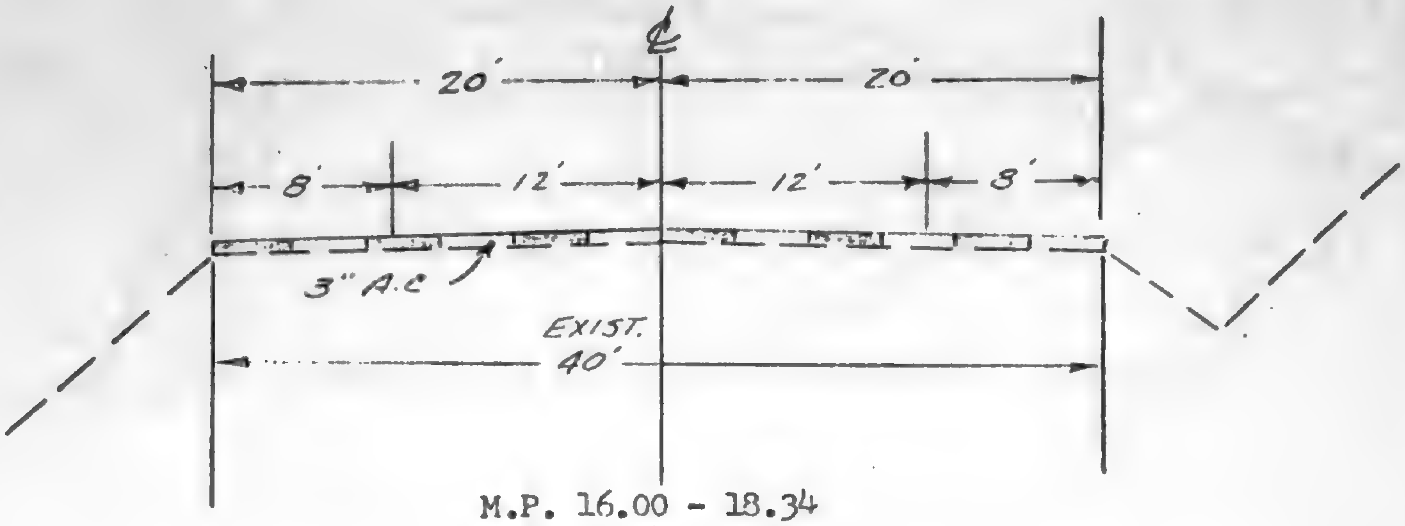
## 8 - PROJECT COST ESTIMATES

|  | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | $ 10,000. | 22,000 |
| RIGHT OF WAY |  |  |
| TRAFFIC CONTROL | 30,000. | 65.000 |
| ILLUMINATION |  |  |
| STRUCTURES |  |  |
| RAILROAD |  |  |
| ROADWAY | 1,522,400. | 1.547.100 |
| OTHER |  |  |
| ENGINEERING & CONTINGENCIES 13.5% | 237,600 | 213,000 |
| PROJECT TOTAL | $ 1,800,000. | 1.847,100 |

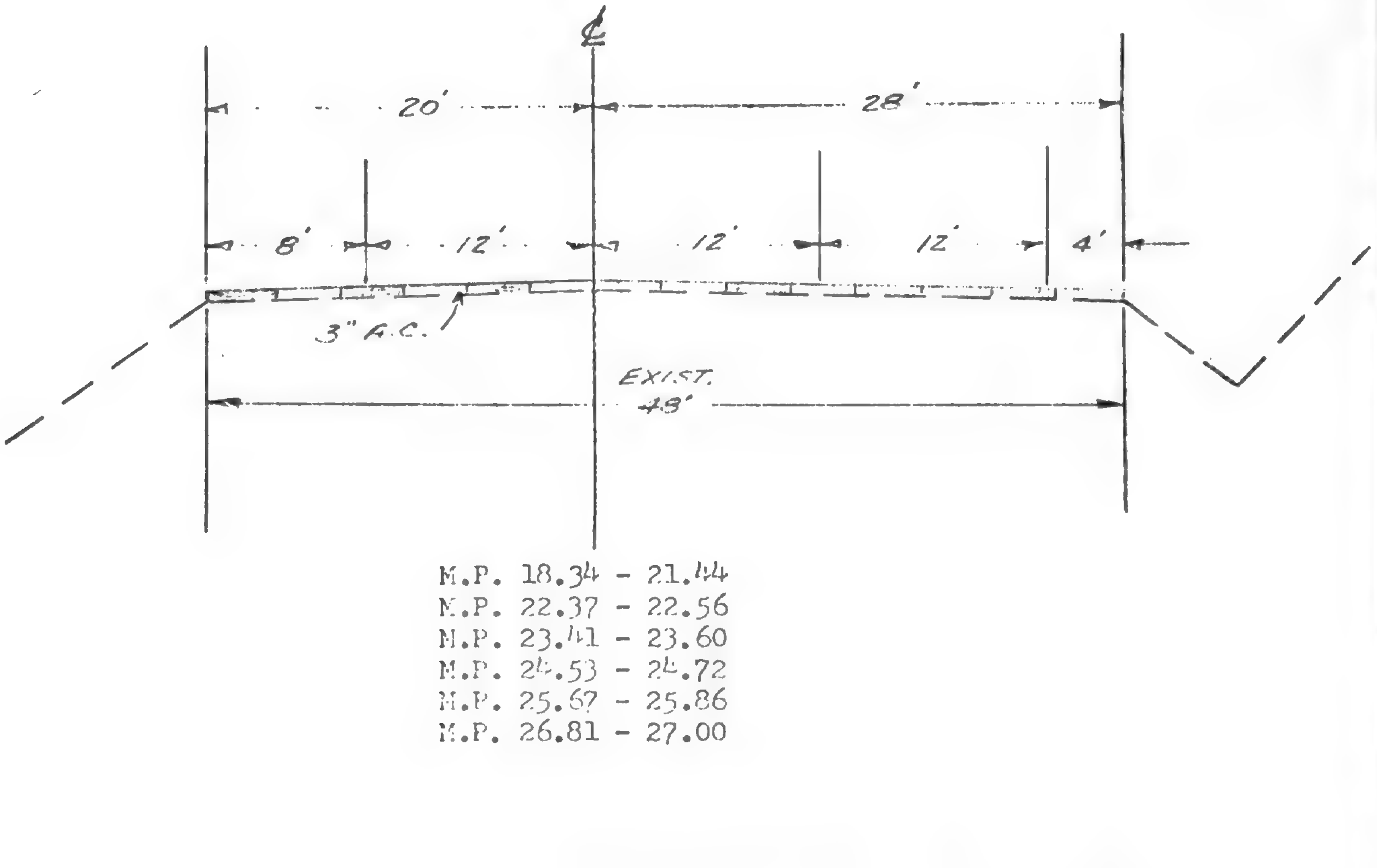
SUBMITTED BY J R Hagedorn

Region Federal Aid Engineer, J. R. Hagedorn

# TYPICAL SECTIONS


℄
20'
20'
8'
12'
12'
8'
3" A.C.
EXIST.
40'

M.P. 16.00 - 18.34
M.P. 21.44 - 22.37
M.P. 22.56 - 23.41
M.P. 23.60 - 24.53
M.P. 24.72 - 25.67
M.P. 25.86 - 26.81
M.P. 27.00 - 28.00

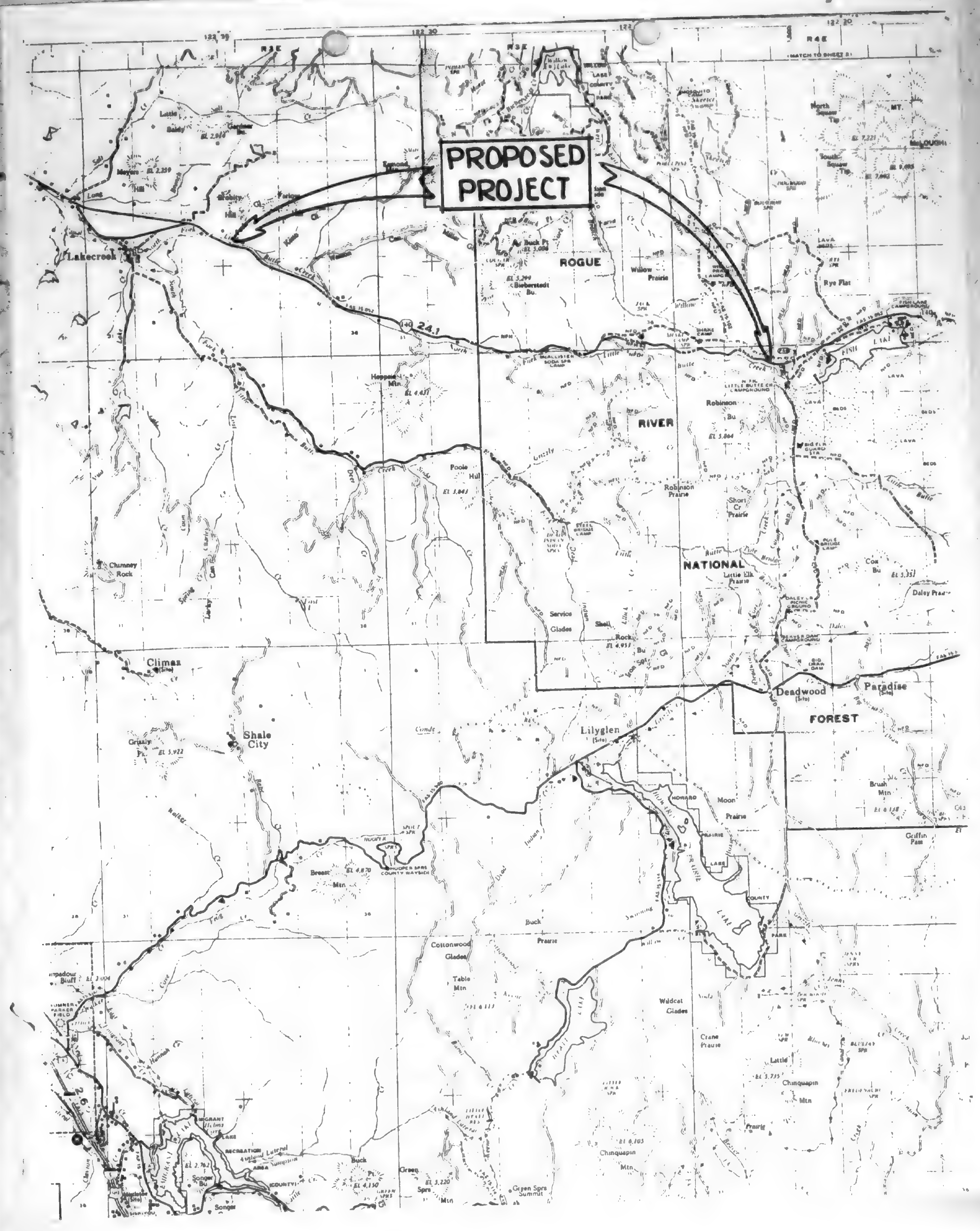

℄
20'
28'
8'
12'
12'
12'
4'
3" A.C.
EXIST.
48'

M.P. 18.34 - 21.44
M.P. 22.37 - 22.56
M.P. 23.41 - 23.60
M.P. 24.53 - 24.72
M.P. 25.67 - 25.86
M.P. 26.81 - 27.00

HANLEY ROAD - FISH LAKE

LAKE OF THE WOODS HIGHWAY

JACKSON COUNTY


PROPOSED PROJECT
R3E
R4E
MATCH TO SHEET 1
Lakecreek
Little Bally
Meyers Hill
Gardner Bu
Buck Pt
Biederstedt Bu.
ROGUE
RIVER
NATIONAL
FOREST
Willow Prairie
Rye Flat
North Squaw Tip
South Squaw Tip
MT. McLOUGHLIN
140
24.1
Hoppes Mtn
McALLISTER SODA SPR CAMP
LITTLE BUTTE CR CAMPGROUND
FISH LAKE
Robinson Bu
Poole Hill
Robinson Prairie
Short Cr Prairie
Chimney Rock
Little Elk Prairie
Cox Bu
Daley Prairie
DALEY CR PICNIC GROUND
BEAVER DAM CAMPGROUND
Service Glades
Shell Rock
Climax (Site)
Deadwood (Site)
Paradise (Site)
Shale City
Grizzly Pt
Lilyglen (Site)
HOWARD
Moon Prairie
PRAIRIE
LAKE
COUNTY
PARK
Brush Mtn
Griffin Pass
Breast Mtn
HOOPER SPRS COUNTY WAYSIDE
Buck Prairie
Cottonwood Glades
Table Mtn
Wildcat Glades
Crane Prairie
Little Chinquapin Mtn
Chinquapin Mtn
Pompadour Bluff
SUMMER PARKER FIELD
EMIGRANT LAKE RECREATION AREA
Ashland Lateral
Songer Bu
Songer
Buck Pt
Green Sprs Mtn
Green Sprs Summit
26

1981 SCL Madras-Madras/Prineville Hwy. Jct. Sec. of The Dalles-Cal. Hwy. (Treated base & paving) 935

9351

5-17-82

r11

OSHD (Coulter)

# STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Jefferson | DIVISION<br>Oregon |
| DATE OF REPORT<br>May 17, 1982 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>F-4-3(2) |
| COMPLETION DATE<br>Novemeber 30, 1981 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>March 2, 1982 | TIME ELAPSED<br>92 % | CONTRACT TIME<br>60 calendar days |
| APPROVED EXTENSIONS<br>NONE | LOCATION<br>From near the S. City limits of Madras, Jefferson County Oregon, to 0.85 miles southerly on US 97 (FAP 4) | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### SCL MADRAS - MADRAS/PRINEVILLE HWY JCT. SECTION
### THE DALLES - CALIFORNIA HIGHWAY
### Treated base and Paving

This project provided for the widening and paving of this 0.85 miles section of The Dalles - California Highway to accommodate 4 travel lanes and a continuous median turn lane.

The final cost of the original contract items was $180,473.74 or a 2.2 percent underrun of the contract bid amount of $184,509. The final cost of the completed work including all engineering and contract changes and/or additions was $206,977.38.

All participating work has been completed. A final inspection of the completed work was made on December 17, 1982.

All project signing and striping is complete.

RECEIVED
STATE HWY ENGR
MAY 23 '83
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>David B. Carter<br>Original Signed by D. B. Carter Area Engr. | | SIGNATURE<br>G. K. Hossner<br>Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>5/18/83 | TITLE<br>Field Operations Engineer | DATE<br>5/18/83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9351

March 18, 1982

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9351

Gentlemen or Ladies:

On March 11, 1982, we wrote to you concerning release of final payment on Contract No. 9351 awarded to R. L. Coats for work on the S.C.L. Madras-Madras/Prineville Highway Junction Section of The Dalles-California Highway in Jefferson County.

Final payment on this contract is $4,663.84 and the total contract amount is $185,465.64 including $5,202.26 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9351

3-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Donald M. Drake Co.<br>No. 9046 | Columbia Slough Structures<br>Multnomah County | Feb. 17, 1982 |
| Morse Bros.Prestress,Inc.<br>No. 9106 | Multnomah Co. Maintenance & Operations Fac., Phase 2<br>Multnomah County | Feb. 19, 1982 |
| J. C. Compton Co.<br>No. 9213 | Cannon Beach Jct.-Necanicum Jct.<br>Clatsop County | Feb. 19, 1982 |
| E. Carl Schiewe, Inc.<br>No. 9219 | Columbia River-Lake Road<br>Multnomah County | Feb. 22, 1982 |
| J. C. Compton Co.<br>No. 9249 | Hayesville Intchge-Battle Cr.<br>Marion County | Feb. 22, 1982 |
| Wildish Const. Co.<br>No. 8975 | Willamette River-Goshen<br>Lane County | Feb. 24, 1982 |
| Hamilton Elect., Inc.<br>No. 9142 | NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd.<br>Lincoln County | Feb. 24, 1982 |
| Delph Const. Co.<br>No. 9273 | Trout Creek Culverts<br>Hood River County | Feb. 25, 1982 |
| R. L. Coats<br>No. 9351 | SCL Madras-Madras/Prineville Hwy. Jct.<br>Jefferson County | March 2, 1982 |
| R. L. Coats<br>No. 9315 | Swalley Canal-McKenzie/Bend Intchge.<br>Deschutes County | March 2, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Roy L. Houck Const. Co. No. 9233 | Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County | March 3, 1982 |
| Lundeen Coatings Corp, No. 9335 | Willamette River (Jasper) Br. Lane County | March 3, 1982 |

March 4, 1982 O. B. Jackmond

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9351 L.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.C.L. Madras - Madras/Priveville Hwy. Jct

HIGHWAY: The Dalles - California

WEEK ENDING: January 16-82

SECTION PREFIX: 16-1052

COUNTY: Jefferson

NAME OF JOB: S.C.L. Madras - Madras/Prineville Hwy

KIND OF WORK: Treated Base & Paving

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 9351

FEDERAL AID PROJECT NUMBER: F-4-3(2)

DATE OF CONTRACT: September 23, 1981

DATE WORK STARTED: October 5, 1981

ESTIMATED COMPLETION DATE: December 6, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 60

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 55

PERCENT OF TIME ELAPSED: 92

PROJECT AUTHORIZATION: $ 213,163.22

EXCLUSIVE OF ENGINEERING: $ 196,260.41

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 189006.45 ~~196,260.41~~

ENGINEERING AUTHORIZATION: $ 16,902.81

ENGINEERING COST TO DATE: $ 14 000

PERCENT OF AUTHORIZATION: 83 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: Nov 30-81

ESTIMATED PERCENT: [redacted] Underrun 4 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | 0.85 | | | 0.85 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 11,000 Sq.Yd | | | 5,600 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 9928 | ~~11,000~~ Sq.Yd | | 6024 | ~~5,600~~ Ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 9928 | | | 6024 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| Jan-82 | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 10 | | 0 | | Project Completed |
| MONDAY 11 | | 0 | | |
| TUESDAY 12 | | 0 | | |
| WEDNESDAY 13 | | 0 | | |
| THURSDAY 14 | | 0 | | |
| FRIDAY 15 | | 0 | | |
| SATURDAY 16 | | 0 | | |

RECEIVED
JAN 18 1982
CONSTRUCTION BRANCH
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FE
CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project Submitted to Region office (Semi-final Estimate)

Final Weekly Report

SIGNED W W Robertson LOCATION Bend OR 97708

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9351

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-86 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>10-9-81 | STATE<br>Oregon<br>COUNTY<br>Jefferson<br>PROJECT NO.<br>F-4-3(2) |

**The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.**

PROJECT TERMINI

S.C.L. Madras-Madras/Prineville Hwy.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-26-81 | 0.00 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 213,163.00 | FEDERAL FUNDS<br>$ 187,967.00 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Exec. Asst. to State Highway Engineer
*(Title)*
XX For: H.S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: Dale E. Wilken
Date executed by Division Administrator OCT 9 1981

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 5, 1981

ederal Aid Project
No. F-4-3(2)

S.C.L. Madras-Madras/Prineville Hwy. Jct.
The Dalles-California Highway
Jefferson County

## PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 50+00 to Sta. 95+00)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 10,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 2,000.00 |
| Temporary Signs | 362 Sq. Ft. | 5.00 | 1,810.00 |
| Temporary Barricades | 4 Each | 1.00 | 4.00 |
| Flagmen | 220 Hour | 10.00 | 2,200.00 |
| Aggregate Shoulders | 200 Ton | 7.00 | 1,400.00 |
| Cement Treated Base | 11,000 Sq. Yd. | 1.00 | 11,000.00 |
| Cement for Treated Base | 370 Ton | 85.00 | 31,450.00 |
| Asphalt in Chip Seal | 12 Ton | 250.00 | 3,000.00 |
| Aggregate in Chip Seal | 70 Cu. Yd. | 20.00 | 1,400.00 |
| Class "B" Asphalt Concrete Mixture | 5,600 Ton | 8.00 | 44,800.00 |
| Asphalt Cement in Mixture | 365 Ton | 185.00 | 67,525.00 |
| Asphalt in Tack Coat | 8 Ton | 240.00 | 1,920.00 |
| Extra for Asphalt Approaches | 40 Each | 150.00 | 6,000.00 |
| | | | $184,509.00 |

| Anticipated Items | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 2,000.00 |
| Temporary Pavement Striping | All Required | 1,300.00 |
| | | $ 3,300.00 |
| | SUBTOTAL | $187,809.00 |
| | Engineering | 25,354.00 |
| | TOTAL | $213,163.00 |

Length of Project ---------0.00 mi.

| | |
|---|---|
| Federal Funds (88.18%)----- | $187,967.00 |
| State Funds --------------- | 25,196.00 |
| TOTAL | $213,163.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9351 |
| Prefix | 16-1977 |
| Prefix | 16-1052 |

9351

8-26-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL ~~AND~~/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-3(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10037

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
S.C.L. Madras - Madras/Prineville Highway Junction

11. GENERAL DESCRIPTION OF WORK
Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Temporary Pavement Striping S.F. $1,300
Permanent Pavement Striping S.F. $2,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 24, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $286,555 Federal Funds $252,684.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
TATE HWY ENGR
AUG 27 '81
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | A.I. | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hausner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

935,1

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L [illegible]

1/2 ~~BW~~

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION SCL Madras-Madras/Prineville Jct.
Highway The DAlles-California Hwy
County Jefferson Region IV
Type of Work Left Turn Funds FA
State___ Consultant ___ Plans Avail.___Yes ___No

Const Noise ✓

2 Exc

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

9351

2,

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

July 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10037
Project No. F-4-3 (2)
S.C.L. Madras-Madras/Prineville Hwy. Jct. Sec.
Jefferson County

Attached support data consists of PR-1 forms with project maps for the subject project.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1.

JLG/lms
Attachments

cc: Dale Allen (Region 4)
General Files

9351

4

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-27-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

## 1 - IDENTIFICATION

| | | | |
|---|---|---|---|
| PROJECT NAME<br>Madras S.C.L. - Madras/Prineville Hwy. | | | |
| HIGHWAY NAME<br>The Dalles/California | | | HIGHWAY NUMBER<br>4 |
| REGION<br>4 | ADMINISTRATIVE DISTRICT<br>10 | COUNTY<br>Jefferson | CITY |
| LENGTH<br>1 mi. | MILEPOST NUMBER<br>96.0 TO 97.0 | ☒ RURAL | ☐ URBAN |

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Complete survey, prepare plans and cost estimate for expanding the existing two-lane roadway to include a continuous 14-foot left turn lane and six-foot wide shoulders.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 31 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___
Action

## 2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 9,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| | | |
|---|---|---|
| DESIGN SPEED (MPH)<br>45 - 55 | DESIGN STANDARDS<br>AASHTO | TRAFFIC ANALYSIS<br>☐ LIGHT ☒ MEDIUM ☐ HEAVY |

**APPROVED**
Frank E. Terpin
Location Engineer
Date 10/27/80

FORM 734-1730 (12-78) Page 1

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 - 12' | 2 - 12' |
| SHOULDERS | 2 - 4' | * 2 - 6' |
| MEDIANS | - | 14' Cont. left turn |
| PARKING LANES | - | - |
| SIDEWALKS | - | - |
| BIKEWAYS | - | 6' shoulder Bikeway |
| INTERCHANGES | - | - |
| OTHER: | - | - |

*AASHTO Min. 8' Shldrs

|  | YES | NO | MAYBE |  | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☒ | ☐ | ☐ | Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing | ☒ | ☐ | ☐ | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ | Separated | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ | Permits | ☐ | ☐ | ☒ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ | Drainage District | ☐ | ☒ | ☐ |
| River ____________ | ☐ | ☒ | ☐ | Div. of State Lands | ☐ | ☐ | ☒ |
| Stream ____________ | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ | Corps of Engineers | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ | DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☐ | ☐ | ☒ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ | Hydraulics Study | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ | Soils Investigation | ☒ | ☐ | ☐ |
| Statewide Assessment | ☒ | ☐ | ☐ | Airport Clearance | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ | Economic Analysis | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ | Requires Field Survey | ☒ | ☐ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ | Old Survey Available | ☐ | ☐ | ☒ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ | Requires Vicinity Map | ☐ | ☒ | ☐ |
| Public Hearing | ☐ | ☒ | ☐ | Requires Photogrammetry | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ | Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Material Source Commercial | ☐ | ☒ | ☐ | Reconnaissance Available | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ | Design Review | ☐ | ☒ | ☐ |

Type Telephone - Power

## 4 - WORK ITEMS

| | TO BE PERFORMED BY<br>APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY | ☐ | ☐ N/A | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( 3 ) | 1 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | 4 |
| RECOMMENDED CONSTRUCTION DATE | (Region) | F.4Q '81<br>(Salem) |

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| Cement treated subgrade | 14" | |
| A.C. | 4" | 2" |

## 7 - TYPICAL SECTION AND LOCATION

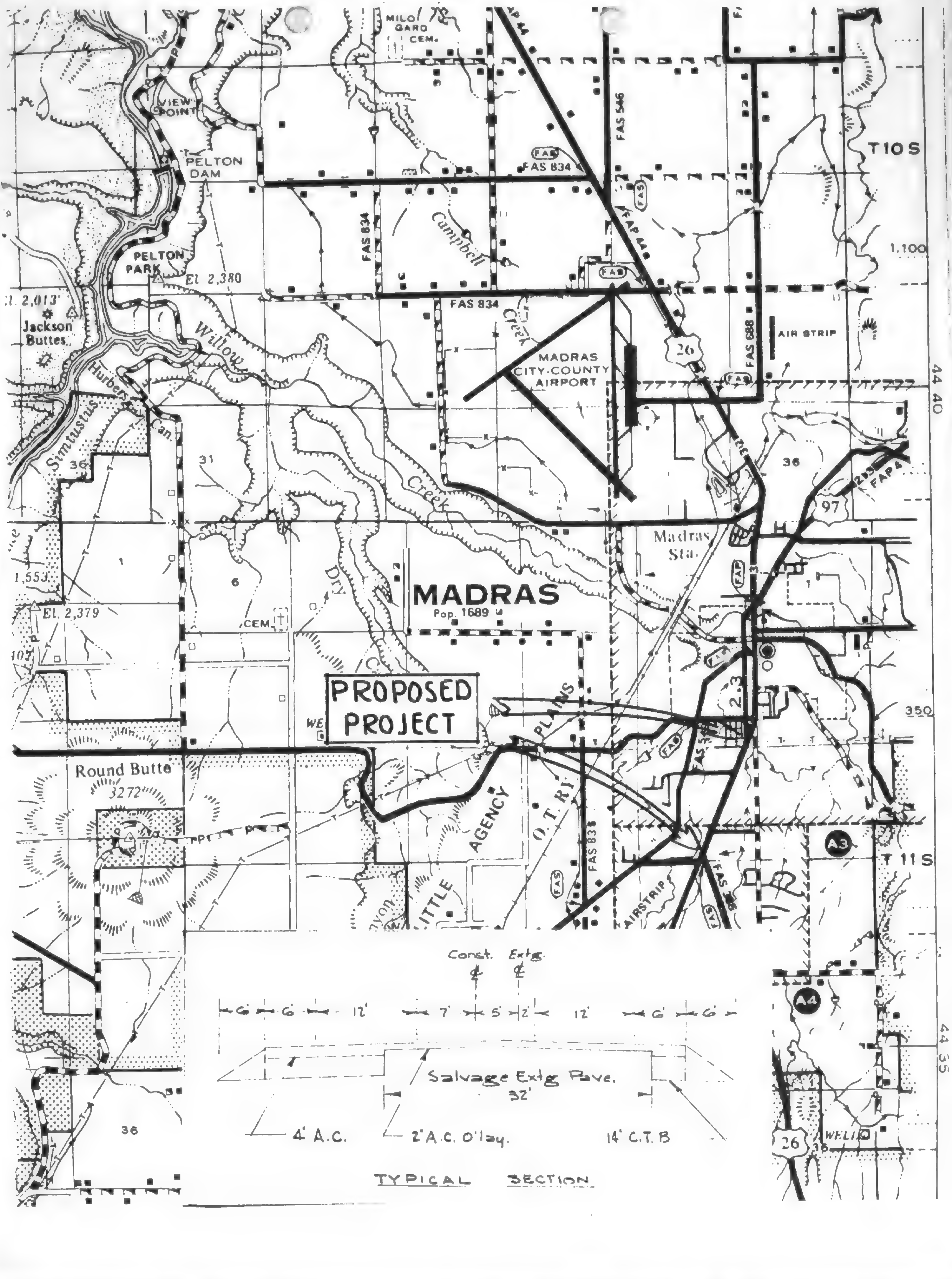
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING 5% | 12,000. | 11.300 |
| RIGHT OF WAY | | |
| TRAFFIC CONTROL | 18,160. | 30.000 |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | 222,660. | 222.660 |
| ROADWAY | | |
| OTHER | | |
| ENGINEERING & CONTINGENCIES 13½% | 32,510. | 32.510 |
| PROJECT TOTAL | 285,330. | 296.470 |

SUBMITTED BY JRHagedorn

J. R. Hagedorn, Region Federal Aid Engineer

MILO GARD CEM.
VIEW POINT
PELTON DAM
PELTON PARK
El. 2,380
El. 2,013'
Jackson Buttes
Willow
Hurbey Can.
Simtustus
Campbell
Creek
FAS 834
FAS 546
FAPA 44
FAS
FAS 688
AIR STRIP
26
MADRAS CITY-COUNTY AIRPORT
T10S
1,100
44 40
36
31
1
6
1,553
El. 2,379
CEM.
Dry
MADRAS
Pop. 1689
Madras Sta.
97
FAPA
PROPOSED PROJECT
WE
PLAINS
AGENCY
LITTLE
O. T. RY.
FAS 838
FAS 533
AIRSTRIP
2.3
350
Round Butte
3272'
A3
A4
T 11 S
44 35
36
WELL
Const. ℄
Extg. ℄
6'
6'
12'
7'
5'
2'
12'
6'
6'
Salvage Extg Pave.
32'
4" A.C.
2" A.C. O'lay.
14" C.T.B
TYPICAL SECTION

93[illegible]1

11-22-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-4-3 (1)
STATE PROJECT NO. See below
COUNTY NAME Jefferson
PROGRAM STAGE (Check) ☐ 1. ☐ 2.
PROGRAM NO.
ITEM NO. 10037

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-4
Div

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
moehling
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DATE PS&E APPROVED:
DATE AUTHORIZATION EFFECTIVE: 10-28-80
FEDERAL ROUTE NUMBER: Primary 4
STATE ROUTE NUMBER: Primary 4

GENERAL LOCATION:
SCL Madras - Madras/Prineville Junction

G-P

GENERAL DESCRIPTION OF WORK:
Preliminary Egngineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $11,300 - Federal funds $9,960
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested by Mr. Swan's PEA dated 10-14-80.

DATE: 10-28-80
SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-455

9351

CON 21-4
The Dalles-
Calif.

Madras-
Madras/Prineville

October 29, 1976

TO Executive Department
Intergovernmental Relations Division
Attention: Norm Boice

'NAL SIGNED BY
D. E. SWAN

FROM D. E. Swan
Federal Aid Engineer

SUBJECT EDA Title I Projects
Final Applications

In compliance with EDA Guidelines for Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

| ODOT NO. | PROJECT | PHRS NO. |
|---|---|---|
| H-5 | St. Helens-Shilo Basin Rd. Sec.<br>Lwr. Columbia River Hwy. (pave) | 7609 2 2820 |
| H-6 | Clatskanie Maintenance Building | 7609 2 2750 |
| H-7 | MP 6.21-MP 9.66 Sec.<br>Lwr. Columbia River Hwy. (pave) | 7609 2 2740 |
| H-15 | MP 20.59-MP 29.0 Sec.<br>Albany-Junction City Hwy. (pave) | 7609 2 2720 |
| H-21 | Materials Testing Laboratory Bldg. | 7609 2 2610 |
| H-35 | Goshen-Dexter Sec.<br>Willamette Hwy. (pave) | 7609 2 2730 |
| H-36 | MP 34.1-MP 37.1 Sec.<br>Willamette Hwy. (pave) | 7609 2 2770 |
| H-37 | Junction City-Airport Rd. Sec.<br>Pacific Hwy. W. (re-construct) | 7609 2 2760 |

| ODOT NO. | PROJECT | PNRS NO. |
|---|---|---|
| H-39 | Prineville-Barnes Butte Rd. Sec.<br>Ochoco Hwy. (re-construct) | 7609 2 3250 |
| H-40 | Madras-Madras/Prineville Hwy. Sec.<br>The Dalles-California Hwy. (re-const.) | 7609 2 3240 |
| H-45 | MP 75.84-MP 84.94 Sec.<br>Mt. Hood Hwy. (pave) | 7609 2 3290 |
| A-4 | Oakridge State Airport (pave) | 7609 2 3090 |
| A-6 | Paisley State Airport (pave) | 7609 2 3080 |

Please submit any comments directly to EDA in Seattle, Washington.

DU:re

Enclosures

cc: F. B. Klaboe
E. S. Hunter
Paul Burket

(FC) 9351

OCN 21-N/c
[illegible]
Calif.

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

H-40

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 27, 1976

TO Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental
Council
1106 W. Highland
P. O. Box 575
Redmond, OR 97756

George M Hopkins

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 10
Section: Madras-Madras/Prineville Hwy.
Highway: The Dalles-California Hwy. U.S. Route 97
County: Jefferson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 8, 1976.

BLG: re

Attachment

cc: G. L. Green
~~H. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. M. Williams
District Engineer: R. L. Lammert
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

noted
GK

RECE
STATE H
SEP 27 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9351

CON 21-N4
The Dalles
Calif.
c

OREGON STATE HIGHWAY DIVISION
Location Section

| | | | |
|---|---|---|---|
| Section: | S.C.L. Madras - Madras Prineville Hwy | Date | January 6, 1976 |
| Highway: | The Dalles - California #4 | Traffic Coefficient | 9.4 |
| County: | Jefferson | 18 kip s.a. per day | 367.8 |
| Prefix: | 16-1301 | R value | 68 |
| Res. Engr: | G. Martin | Frost Penetration | 30" ± |
| | | CBE Total Requirement | 22.0" |

## STRUCTURAL SECTION
## NEW WORK

NOTED
E. S. HUNTER

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | Asphaltic Concrete (F.A.) | 3.0 |
| 1.5" | Asphaltic Concrete Wearing Surface (I) (Mod. Cl. C.) | 3.0 |
| 2.0" | Asphaltic Concrete Base Course (CL. C) | 4.0 |
| 8.0" | Treated Base | 14.5 |
| 13.0" | | 24.5 |

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON STATE HIGHWAY DIVISION
Location Section

Section: S.C.L. Madras - Madras Prineville Hwy
Highway: The Dalles - California #4
County: Jefferson
Prefix: 16-1301
Res. Engr: G. Martin

Date January 6, 1976
Traffic Coefficient 9.4
18 kip s.a. per day 367.8
R value 68
Frost Penetration 30" ±
CBE Total Requirement 22.0"

## STRUCTURAL SECTION

~~NEW WORK~~

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|

### EXISTING ROADWAY - WHERE UTILIZED

(28' width)

| | |
|---|---|
| 1.5" | Asphaltic Concrete (F.A.) |
| 1.5" | Asphaltic Concrete Overlay (Mod. Cl. C), with one inch extra allowance of Class C, for leveling, etc. |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

9351

4

Salem, Oregon
August 4, 1975

J. H. Versteeg
Road Design Engineer

L. E. George
Traffic Engineer

Madras-Madras-Prineville Highway Jct.
~~The Dalles-California Highway~~
Jefferson County

We were a little surprised with your letter of July 29 recommending the type of design that you proposed on the subject section. It has always been our belief that your section advocated simple, tight intersections for safety, signing and traffic operation. Our design for the intersection of the highway at Colfax Lane was based on this assumption. There is not sufficient traffic entering from the Madras-Prineville Highway northbound to warrant their own lane and probably in the future this four laning will be carried on south of the intersection. At this time the Madras-Prineville Highway traffic will have to stop.

With the road approaches coming up just north of this intersection it seems wise to have the two lanes available immediately north of Colfax Lane so that Highway traffic can weave to the right to exit rather than cutting through a lane that has just entered on a free move, as you propose.

Our proposed design is typical for such intersections and unless there are reasons for a revision, other than those stated in your letter, we cannot concur with you and will construct the project as designed.

DNS:jh
cc: Carl Williams

REFERRED TO

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
____ Eriksen ____ ____ [✓ Watson] W
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

____ Versteeg ____
1 A. Olson aOl
2 Terpin T
____ Scott ____
____ Swenson ____
____ R. Olson ____
____ Trout ____

RECEIVED
SEP 10 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 29, 1975

FROM: L. E. George
for Traffic Engineer

SUBJECT: Preliminary Plans
Madras-Madras/Prineville Hwy. Jct.
The Dalles-California Hwy. No. 4

TO: J. H. Versteeg
Road Design Engineer

Attention: F. E. Terpin
Final Design Engineer

We have reviewed the preliminary plans for four-laning of The Dalles-California Hwy. south of Madras, and it is our recommendation that the old roadway at the junction with the Madras-Prineville Hwy. not be obliterated, but remain open to northbound traffic. The second northbound lane should be added to The Dalles-California Hwy. at the point where northbound traffic enters from the Madras-Prineville Hwy. on the old alignment, rather than at Colfax Lane.

Allowing northbound traffic from the Madras-Prineville Hwy. to enter The Dalles-California Hwy. on an additional lane without stopping would reduce the potential for rear-end collisions at a STOP sign, and would reduce the volume of traffic using the 20 degree curve on the new alignment. In addition, it would reduce the volume of traffic using the Colfax Lane intersection, thereby reducing the hazard there.

TL:rj
cc: C. M. Williams

1 Versteeg
2 A. Olson
3 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 29 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring Up ___/___/___
Other

9351

4

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 1, 1975

FILE:

SUBJECT: South City Limits-Madras
Madras-Prineville Hwy, Section
~~The Dalles-California Hwy.~~
Jefferson County

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attached are two copies of the revised approved preliminary sign plans on the above named section. The plans were revised to conform to the revised preliminary grading and paving plans for this project.

SW:rj

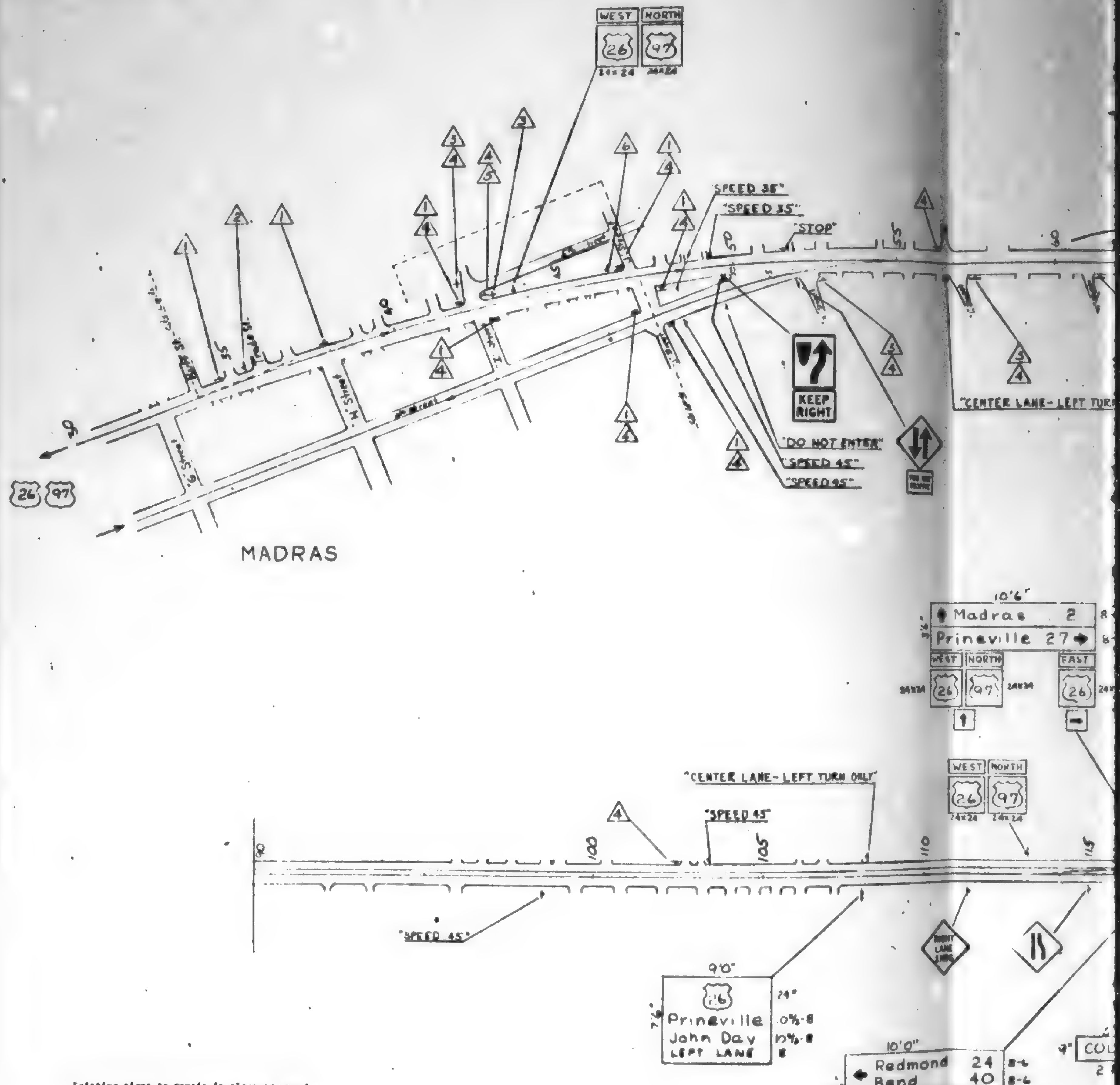
REFERRED TO
1 Beard WGB — Reed
Cole — Sample
Eriksen — 2 Watson W
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 copy retained by Beard

RECEIVED
AUG - 6 1975
ROAD DESIGN SECTION

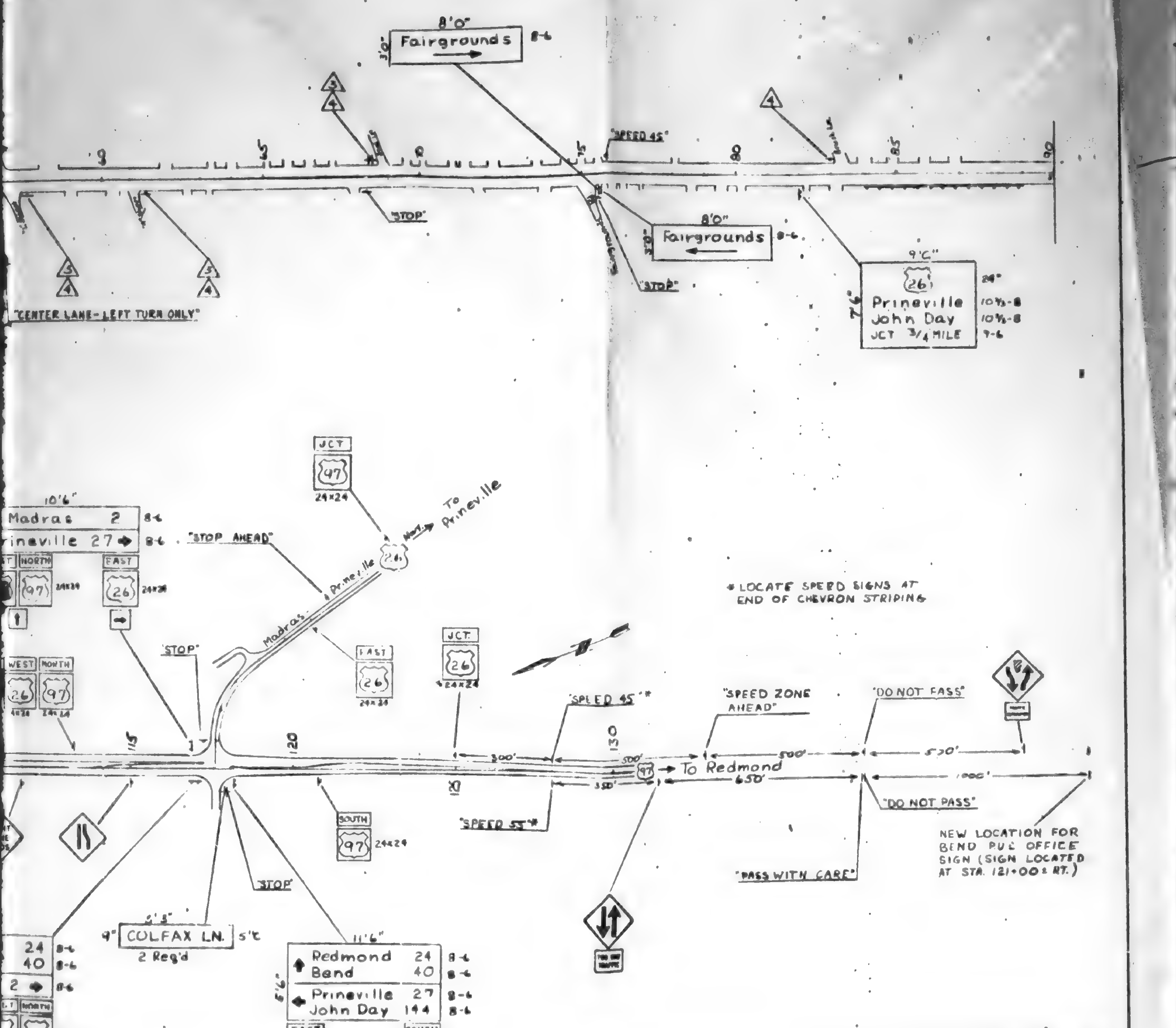
Versteeg
A. Olson
1. Terpin T
Scott
Swenson
R. Olson
Trout

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other


WEST
NORTH
26
97
24×24
24×24
"SPEED 35"
"SPEED 35"
"STOP"
KEEP RIGHT
"DO NOT ENTER"
"SPEED 45"
"SPEED 45"
"CENTER LANE-LEFT TURN
26
97
MADRAS
'G' Street
H' Street
I
10'6"
Madras 2
Prineville 27
WEST
NORTH
EAST
26
97
26
24×24
24×24
"CENTER LANE-LEFT TURN ONLY"
"SPEED 45"
100
105
110
115
"SPEED 45"
9'0"
26
Prineville
John Day
LEFT LANE
7'6"
10'0"
Redmond 24
Bend 40
Madras 2
SOUTH
WEST
NORTH
97
26
97
COL

Existing signs to remain in place or moved to accommodate new construction.

| | |
|---|---|
| 1 | ONE WAY |
| 2 | SCHOOL CROSSING |
| 3 | STREET NAME SIGNS |
| 4 | STOP |
| 5 | RIGHT TURN PERMITTED WITHOUT STOPPING |
| 6 | City Limit Sign |


8'0"
3'0"
Fairgrounds
8-6
"SPEED 45"
"STOP"
8'0"
3'0"
Fairgrounds
8-6
"STOP"
9'0"
7'6"
26
Prineville
John Day
JCT 3/4 MILE
24"
10½-8
10½-8
9-6
"CENTER LANE-LEFT TURN ONLY"
JCT
97
24x24
To Prineville
Madras - Prineville Hwy
26
10'6"
Madras 2
Prineville 27
8-6
8-6
"STOP AHEAD"
NORTH
97
24x24
EAST
26
24x24
* LOCATE SPEED SIGNS AT END OF CHEVRON STRIPING
"STOP"
EAST
26
24x24
JCT.
26
24x24
WEST
26
NORTH
97
24x24
"SPEED 45"*
"SPEED ZONE AHEAD"
"DO NOT PASS"
300'
500'
500'
520'
97
To Redmond
350'
650'
1000'
115
120
130
"DO NOT PASS"
SOUTH
97
24x24
"SPEED 55"*
NEW LOCATION FOR BEND P.U.C. OFFICE SIGN (SIGN LOCATED AT STA. 121+00± RT.)
"STOP"
"PASS WITH CARE"
6'3"
9"
COLFAX LN.
5'6"
2 Req'd
11'6"
6'6"
Redmond 24
Bend 40
Prineville 27
John Day 144
8-6
8-6
8-6
8-6
EAST
26
24x24
SOUTH
97
24x24
24
40
2
8-6
8-6
8-6
NORTH
97
24x24

Rossel E. Sumner
COUNTY APPROVAL
4/3/75
DATE

O. P. Miller
CITY APPROVAL
3/19/75
DATE

SIGNING PROJECT'

SCL MADRAS MADRAS PRINEVILLE HWY. SEC.
THE DALLES-CALIFORNIA HWY
JEFFERSON COUNTY

| | | | |
|---|---|---|---|
| | | | Mile Post |
| | | | Title |
| | 3-10-75 | | Traffic Control Engr. |
| Approved | 4-4-75 | J. A. Ward | Sign Engineer |
| " | 4/9/75 | | Traffic Engineer |
| " | 4/10/75 | | Asst. Hwy. Engr. |
| Accepted | 4/15/75 | | USBPR |

T.E.S. Drw'g. No. S-644

9351

CON 21- No
The Dalles-
Calif.

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 30, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Madras-Madras/Prineville Hwy. Jct.
The Dalles-California Highway
Jefferson County

TO: E. S. Hunter
Deputy State Highway Engineer

This District 10 bond project was programmed for $650,000. Our current estimate is $1,050,000. An increase of the unit prices for surfacing and storm sewers accounts for $237,000 and new work items account for $77,000 of this increase.

The present proposal to be built is four 12' travel lanes, a 16' turning median with 2' shy distance to the curb. This design has been reviewed with Mr. Vic Wolfe. We believe that this is a minimum safe design necessary to handle the present ADT (7,000) turning movements and etc.

Reasonable alternates seem to be as follows:

1. Fund the full $1,050,000.
2. Cancel the project from the August letting until additional funding is available.
3. Redesign to a 44' section with left turn refuges as required. This alternate would provide for resurfacing of existing travelway, would provide for safer left turn movements at the major intersections but would not solve the traffic problems and would be subject to considerable local criticism.

RECEIVED
STATE HWY ENGR
JUL 30 '75
REFER TO
FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

7-30-75
Hal
defer project
letting!
ESH

JHV:jh
cc: L. W. Rulien
Victor D. Wolfe

# OREGON STATE HIGHWAY DIVISION
# QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Madras-Madras/Prineville Hwy. Jct.
Highway The Dalles-California County Jefferson Prefix 16-1301
Length 9902.10 Miles 1.875 Designer Klecker Date 7/24/75
Signed Title

| | | |
|---|---|---|
| Grading & Drainage | | $ 544,131 |
| Surfacing | | $ 333,590 |
| Extra Work | | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| TOTAL EXTRA WORK | | $ |
| TOTAL . . . . . . . . . . . . . . . . . . . . . . . . . | | $ 877,721 |
| + 20% Engineering and Contingencies | +82,180 | $ 175,544 |
| Structures | | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| TOTAL STRUCTURES | | $ |
| Right of Way | | $ |
| TOTAL ESTIMATED COST . . . . . . . . . . . . . . . . . | | $ 1,053,265 |

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMAT

Sheet 2 of 3 Sheets

Section Madras-Madras Prineville Hwy. Jct.
Highway Dalles-Cal. Hwy.
County Jefferson
Prefix 16-1301
Length 9902.10 Miles 1.875 Designer Klecker
Date July 24 75

7-24-75
Sd

GRADING AND SURFACING ITEMS

| ITEM | UNIT | NET | GROSS | PRICE | AMOUNT |
|---|---|---|---|---|---|
| Mobilization 8% | All | +43,016 | | | 65,016 |
| Temp. Prot. & Direct. Traffic | All | +10,000 | | | Board 7/22/75<br>15,000 |
| Flagmen | Hour | +11,500 | 1,000 | 14.00 | 14,000 |
| Rem. of Str. & Obstructions | All | ✓ | All | — | 3,000.00 |
| Gen. Excavation | Cu.Yd. | +28,335 | 21,298 | 2.30 | 48985 |
| Watering 0.007 M-Gal./C.Y. | M-Gal. | 760 | 150 | 10.00 | 1,500 |
| Aggregate Shoulder Mtl. | Ton | | 1,310 | 4.00 | 5,240 |
| Cement Treated Base Mix. | Ton | | 15,700 | 6.= | 94,200 |
| Class "C" [illegible] Mix. | Ton | +121,780 | 6,050 | 9.00 | 54,450 |
| Class "C" Asph. Con. Mix. 6.5% | Ton | | 6,000 | 8.00 | 48,000 |
| Asph. Cement | Ton | | 785 | 95.00 | 74,575 |
| Asph. In Tack Coat | Ton | | 6 | 150.00 | 900 |
| Port. Cement in CTB Mixture | Ton | | 865 | 65.00 | 56,225 |
| Ditch Excavation | Cu.Yd. | +2,700 | 270 | 10.00 | 2,700 |
| Trench Excavation | Cu.Yd. | +19,370 | 4,368 | 10.00 | 43,680 |
| [illegible] | Cu.Yd. | +2,000 | 2,000 | 1.00 | 2,000 |
| Exc. & Backfill Tr. [illegible] | Cu.Yd. | +2,900 | 580 | 5.00 | 2,900 |
| | | | | | |
| 12 inch Sewer Pipe | Lin.Ft. | | 2,242 | 8.25 | 18,497 |
| 15 inch Sewer Pipe | Lin.Ft. | | 1,680 | 11.75 | 19,740 |
| 18 inch Sewer Pipe | Lin.Ft. | +115,249 | 524 | 16.00 | 8,384 |
| 21 inch Sewer Pipe | Lin.Ft. | | 330 | 18.75 | 6,188 |

TOTAL $[illegible] 150

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section Madras-Metolius / Prineville Hwy. Jct.
Highway Dalles - California County Jefferson Prefix 16-1301
Length 9902.10 Miles 1.875 Designer Klecker Date July 24, 75

GRADING AND SURFACING ITEMS

| ITEM | UNIT | NET | GROSS | PRICE | AMOUNT |
|---|---|---|---|---|---|
| 24 inch Sewer Pipe | Lin. Ft. | | 1,236 | $22^{00}$ | 27,192 |
| 27 inch Sewer Pipe | Lin. Ft. | | 1,852 | $26^{50}$ | 49,078 |
| 30 inch Sewer Pipe | Lin. Ft. | | 1,128 | $33^{75}$ | 38,070 |
| Under Pavement New Item | Lin. Ft. | +55,980 | 3,110 | $18^{00}$ | 55,980 |
| Concrete Manholes | Each | + 2,000 | 20 | $800^{00}$ | 16,000 |
| Concrete Inlets, Type "G-1" | Each | +15,775 | 52 | $425^{00}$ | 22,100 |
| Guard Rail Type 1 | Lin. Ft. | + 2,925 | 600 | $9^{00}$ | 5,400 |
| [illegible] End [illegible] Type A | Each | — | 2 | $25^{00}$ | 50 |
| Conc. Walks | Sq. Yd. | +6,480 | 680 | $12^{00}$ | 8,160 |
| Conc. Driveways New Item | Sq. Yd. | +21,280 | 1,520 | $14^{00}$ | 21,280 |
| Conc. Curb [illegible] ("C") | Cu. Yd. | +17,000 | 400 | $95^{00}$ | 38,000 |
| Conc. Island Type "C" New Item | Cu. Yd. | + 900 | 9 | $100^{00}$ | 900 |
| Paved Culvert End Slopes | Sq. Ft. | + 1432 | 179 | 8 — | 1,432 |
| 24 inch Culvert Pipe | Lin. Ft. | + 2064 | 156 | $24^{00}$ | 3,744 |
| Setting Mail Box Posts | Each | | 15 | $50^{00}$ | 750 |
| 15 inch Culvert Pipe | Lin. Ft. | - | 30 | $13^{50}$ | 405 |
| Finishing Roadbeds & Slopes | All | +1000 | All | — | $4,000^{00}$ |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

TOTAL 877,721

9351

Con 21 N
JDC-Cal

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE: ~~PRO 4-3~~

SALEM, OREGON
April 23, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
SCL Madras - Madras - Prineville Hwy. Section
The Dalles-California Highway
Jefferson County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 10 : R. L. Lammert

APPROVED
ESH
E. S. Hunter
Date 4-24-75

4-25-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9351

Cor 21-N
The Dalles-Calif.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

SUBJECT: Oregon Project RF-39(-)
SCL Madras - Madras-Prineville HWY Sec.
Jefferson County
The Dalles - California Highway
Project Assessment

DATE: April 14, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's March 17, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD ( G. Potter)
EC Sec

RECEIVED
STATE HWY ENGR
APR 16 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

NOTED
E. S. HUNTER
cc Rulien
Please handle.
4-21-75

RECEIVED
APR 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L. L. JOHNS

4-21-75
ORIGINAL TO
L. W. Rulien

1981 Dexter Co. Park Rd.- 9352
Minnow Ck. Sec. of the Will. Hwy.
(Paving and Guard Rail)

9322

rll

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>10/15/84 | REPORT MADE BY 10 5 84<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>F-29(7) |
| COMPLETION DATE (Actual)<br>10/6/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>3/29/83 | TIME ELAPSED<br>105 % | CONTRACT TIME<br>250 CWD |

LOCATION

SR-58, Dexter, SE 5.5 miles.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DEXTER CO PARK ROAD - MINNOW CREEK
WILLAMETTE HIGHWAY
Paving & Guardrail

This project provided for the construction of asphaltic concrete overlay, installation of guardrail, and additional incidental work common to this type of project on a 5.48 mile section of the Willamette Highway.

A contract in the amount of $918,141.50 was awarded Wildish Construction Co., Springfield, Oregon on 9/17/81. Work began on 10/12/81 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 10/6/82 at a final cost of $1,073,287.46 which includes $831,554.13 for original bid item work, $106,779.43 for work completed under approved price agreements, $33,503.90 for approved force account work, $5,300 for approved State force work, $3,150 credit for liquidated damages and $99,300 for construction engineering.

A total of 264 calendar workdays were used in completing the work as compared to the 250 calendar work days allowed under the contract. Liquidated damages in the amount of $3,150 were assessed accordingly. There were no significant overruns or underruns of the original bid items.

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

~~Orig~~ to
10/18

NOTED
W. E. SCHWARTZ

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W. N. Bryant<br>W. N. Bryant<br>Area Engineer | | SIGNATURE<br>G. K. Hossner<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer | |
| TITLE<br>Area Engineer | DATE<br>10/17/84 | TITLE<br>Field Operations Engineer | DATE<br>10/19/84 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9352

April 13, 1983

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9352

Gentlemen:

Contract No. 9352 awarded to Wildish Construction Co. for work on the Dexter Co. Park Rd.-Minnow Creek Section of the Willamette Highway in Lane County was completed on February 8, 1983, and accepted by the State Highway Division on March 29, 1983.

Final payment in the amount of $2,647.53 will be released to the contractor after April 18, 1983. The total contract amount is $968,687.46 including $33,503.90 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Wildish Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9354

files

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

4-4-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Donald M. Drake Co.<br>No. 8893 | NE Failing St.-NE Hancock St. (N. Banfield Intchge.)<br>Multnomah County | March 9, 1983 |
| R. L. Coats<br>No. 9527 | Deschutes Pl.-Lafayette Ave. (Bend)<br>Deschutes County | March 15, 1983 |
| Cascade Const. Co.<br>No. 9025 | N.Main Ave.-Bull Run Rd.<br>Multnomah County | March 16, 1983 |
| R. L. Coats<br>No. 9535 | Sisters Truck Scale<br>Deschutes County | March 16, 1983 |
| Jack Robinson & Sons, Inc.<br>No. 9526 | Deschutes Pl.-Lafayette Ave. (Bend)<br>Deschutes County | March 16, 1983 |
| Fabricators, Inc.<br>No. 9381 | Elkhead Rd.Intchge.-Rice Hill Intchge.<br>Douglas County | March 17, 1983 |
| J. C. Compton Co.<br>No. 9420 | 32nd St.-Crest Motel (Astoria)<br>Clatsop County | March 17, 1983 |
| Ajax Electric Co.<br>No. 9427 | Columbia River Hwy. @ SW E.M. Watts Rd. & SW Maple St. (Scappoose)<br>Columbia County | March 17, 1983 |
| Siuslaw Construction Co.<br>No. 9204 | Sundial-Sandy River<br>Multnomah County | March 21, 1983 |
| Cascade Const. Co.,Inc.<br>No. 9183 | SW Bancroft St.-Sellwood Br. (Portland)<br>Multnomah County | March 22, 1983 |
| Steve Pyles, General Contractors, Inc.<br>No. 9500 | N. Fk. Ash Creek (Hoffman Road) Bridge<br>Polk County | March 22, 1983 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Auburn Const. Co.<br>No. 9399 | Abiqua Creek Bridge<br>Marion County | March 29, 1983 |
| A. K. Lundmark & Son, Inc.<br>No. 9423 | Westport Slough (Woodson) Bridge<br>Columbia County | March 29, 1983 |
| Wildish Const. Co.<br>No. 9352 | Dexter County Park Road-Minnow Creek<br>Lane County | March 29, 1983 |

April 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9352

REPORT NO. 65

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DEXTER CO.PARK ROAD - MINNOW CREEK

WEEK ENDING: 8 JANUARY 1983

SECTION PREFIX: 20-1047

HIGHWAY: WILLAMETTE

COUNTY: LANE

NAME OF JOB: DEXTER CO PK RD-MINNOW CR.

KIND OF WORK: PAVING AND GUARDRAIL

CONTRACTOR: WILDISH CONSTRUCTION CO.

CONTRACT NUMBER: 9352

FEDERAL AID PROJECT NUMBER: F-29(7)

DATE OF CONTRACT: 23 SEPTEMBER 1981

DATE WORK STARTED: 12 OCTOBER 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0

SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250 CWD

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 264

PERCENT OF TIME ELAPSED: 105.6%

PROJECT AUTHORIZATION: $ 1126761.61

EXCLUSIVE OF ENGINEERING: $ 1037414.87

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 969061.19

ESTIMATED PERCENT: UNDERRUN 6.6 %

ENGINEERING AUTHORIZATION: $ 89346.74

ENGINEERING COST TO DATE: $ 97020.81

THIS WEEK: 0.0

PERCENT OF AUTHORIZATION: 108.6 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.4%

DATE PROJECT WAS COMPLETED: 6 OCTOBER 1982

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | GUARDRAIL | |
|---|---|---|---|---|---|---|---|
| | 100.% | | 100.% | 100.% | | 100.% | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | 5.48 | | | 5.48 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 5500.0 TN | | | 24500.0 TN |
| TOTAL QUANTITIES CORRECTED TO DATE | | 4445.6 TN | | | 25162.9 TN |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 4445.6 TN | | | 25162.9 TN |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ~~BRIDGE~~ NO. | SIGNING | | | | | | | |
| PERCENT | 100.% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | RAIN | 0 | | |
| TUESDAY | SHOWERS | 0 | | |
| WEDNESDAY | SHOWERS | 0 | | |
| THURSDAY | RAIN | 0 | | |
| FRIDAY | SHOWERS | 0 | | |
| SATURDAY | | 0 | | |

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RECEIVED
JAN 10 1983
CONSTRUCTION SECTION

OM
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CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | Dexter County Park Rd-Minnow Creek - for week of Jan 2 thru 8, 1983. |
| MONDAY | No project activity this week. |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

This week: No project activity.

Next week: No project activity planned.

NOTE: Project work completed. Semi-final to be submitted 1-10-83.

FINAL REPORT

SIGNED Kenneth L. Fordice LOCATION Eugene

Kenneth L. Fordice, Ass't Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

18

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 23

TO: Ellis Jones
Project Manager

DATE: October 12, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Dexter County Park Road-Minnow Creek Section
Willamette Highway
Contract No. 9352

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 13 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

Traffic Safety Supply Company called this office regarding the size of the "PASSING LANE 1/2 MILE", OR4-11-48 (48" x 36") sign stipulated on page 64 of the Contract and Bond for the subject project.

They were instructed to increase the sign size to OR4-11-60 (60" x 48").

The Oregon Supplement, Additional Traffic Signs, to the Manual on Uniform Traffic Control Devices states a minimum size of 60" x 48" for the OR4-11 sign.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:ds

cc: C. T. Keasey
J. H. Versteeg
Alfred Shirley, Jr.

REFERRED TO
1 Board WEB

The Oregon supplement calls for OR 4-11 (-?) and a minimum size of 60"x48", no 48"x36" were specified. The sign selected was OR4-11-48

WEB

81-125-1387

Contains Recycled Materials

9352

STATE COPY

L.

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | STATE<br>Oregon |
|---|---|---|
| 10-100 | | COUNTY<br>Lane |
| | FEDERAL-AID PROJECT AGREEMENT<br>10/9/81 | PROJECT NO.<br>F-29(7) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Dexter Co. Park Rd.-Minnow Cr.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-26-81 | 5.477 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,092,513.00 | $ 963,377.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec. Asst. to State Hwy. Engr.
*(Title)*

XX By For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator OCT 9 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 6, 1981

Federal Aid Project
No. F-29(7)

Dexter Co. Park Rd.-Minnow Cr. Section
Willamette Highway
Lane County

## PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 643+85 thru EQ Sta. 776+08.96 Bk. = Sta. 20+04.95 Ah. to Sta. 177+00)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | 1 Each | 1,500.00 | $ 1,500.00 |
| Mobilization | | All Required | 91,800.00 |
| Temporary Protection and Direction of Traffic | | All Required | 3,070.00 |
| Temporary Signs | 855 Sq. Ft. | 5.00 | 4,275.00 |
| Temporary Barricades | 15 Each | 50.00 | 750.00 |
| Flagmen | 2,000 Hour | 10.00 | 20,000.00 |
| Pilot Car | 700 Hour | 10.00 | 7,000.00 |
| Removal of Structures and Obstructions | | All Required | 5,000.00 |
| Watering | 100 M-Gal. | 12.00 | 1,200.00 |
| Aggregate Shoulders | 5,500 Ton | 6.25 | 34,375.00 |
| Class "B" Asphalt Concrete Mixture | 24,500 Ton | 11.80 | 289,100.00 |
| Asphalt Cement in Mixture | 1,350 Ton | 180.00 | 243,000.00 |
| Asphalt in Tack Coat | 35 Ton | 250.00 | 8,750.00 |
| 12-inch Culvert Pipe | 675 Lin. Ft. | 9.60 | 6,480.00 |
| 6-inch Drain Pipe | 666 Lin. Ft. | 11.50 | 7,659.00 |
| Filter Fabric | 450 Sq. Yd. | 1.00 | 450.00 |
| Gravel in Drains | 65 Cu. Yd. | 12.25 | 796.25 |
| Extra for Pipe Under Pavement | 320 Lin. Ft. | 5.25 | 1,680.00 |
| Guard Rail, Type 2A | 23,275 Lin. Ft. | 6.95 | 161,761.25 |
| Guard Rail, Type 3 | 100 Lin. Ft. | 22.00 | 2,200.00 |
| Guard Rail Anchors, Type 1 | 31 Each | 200.00 | 6,200.00 |
| Extra for Guard Rail Bridge Connections | 4 Each | 300.00 | 1,200.00 |
| Rail End Pieces, Type C | 26 Each | 60.00 | 1,560.00 |
| Extra for 8-Foot Posts | 100 Each | 8.00 | 800.00 |
| Adjusting Guard Rails | 2,350 Lin. Ft. | 2.50 | 5,875.00 |
| Extra for Asphalt Approaches | 25 Each | 125.00 | 3,125.00 |
| Delineators, Type 2 | 325 Each | 16.00 | 5,200.00 |
| Delineators, Type 4 | 75 Each | 12.00 | 900.00 |
| Removal of Existing Sign Installations | | All Required | 300.00 |
| Wood Sign Posts | | All Required | 700.00 |
| Type "C" Signs in Place | 84 Sq. Ft. | 15.00 | 1,260.00 |
| | | | $ 917,966.50 |

## Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 3,800.00 |
| Asphalt Cement Adjustment | All Required | 40,000.00 |
| On-the-job Trainees (1-1,000 Hr. @ $0.80) | All Required | 800.00 |
| | SUBTOTAL | $ 962,566.50 |
| | Engineering | 129,946.50 |
| | TOTAL | $1,092,513.00 |

Length of Project ------------- 5.477 mi.
Cost of Roadway Per Mile ------$199,472.88

## Work Retained in Program

| | | |
|---|---|---|
| Slide Correction | All Required | $ 20,000.00 |
| | Engineering | 2,500.00 |
| | TOTAL | $ 22,500.00 |

Federal Funds ---------------$ 963,377.00
State Funds ----------------- 129,136.00
TOTAL $1,092,513.00

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9352 |
| Prefix: | 20-1401<br>20-1047 |

## Dexter Co. Park Rd.-Minnow Cr. Section

Nonparticipating - State Work

| | | | | |
|---|---|---|---|---|
| State Responsibility for Damages | | All Required | $ | 10,000.00 |
| Furnishing and Installing Mailbox Posts | 1 Each | 175.00 | | 175.00 |

9352

8-26-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

**1. FEDERAL-AID PROJECT NO.** F-29(7)

**2. STATE PROJECT NO.** See below

**2A. COUNTY NAME** Lane

**3. FROM**
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

**4. PROGRAM NO.**

**5. ITEM NO.** 10171

**6. TO**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| **7. DATE AUTHORIZATION EFFECTIVE** | **8. FEDERAL ROUTE NUMBER** | **9. STATE ROUTE NUMBER** |
| 8/26/81 | Primary 29 | Primary 18 |

**10. GENERAL LOCATION:**

Dexter County Park Road - Minnow Creek Section

**11. GENERAL DESCRIPTION OF WORK**

High type Pavement

**12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $3,800
on the job training $800
Asphalt Cement Adjustment $40,000

**13. REMARKS**

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/24/81 requested and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,391,859 Federal Funds $1,227,340.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO

| | | |
|---|---|---|
| **14. DATE** | **15. SIGNATURE OF APPROVING OFFICIAL** | **16. TITLE** |
| 8/26/81 | G.K. | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9352

U.S. Department of Transportation
Federal Highway Administration

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-29(7)
Dexter County Park Rd.-Minnow Creek Section
Willamette Hwy. (M.P. 11.0 to M.P. 16.5)
Lane County

Date: August 10, 1981

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Watson's July 23, 1981 letter documenting deviations from AASHTO Standards has been reviewed. I concur in the proposed design elements. Future findings would be processed faster and easier if a complete package, including a statement of supporting rationale and finding in the public interest, were included in the request.

G. K. Hessner
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Dsgn)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

9352

18

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L Trout

1/√

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION Dexter County Park-Minnow Creek
Highway Willamette
County Lane Region III
Type of Work Overlay Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

2 Exc

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ⌇ | | | | |
| Negative Declaration | ⌇ | | | | |
| Project Assessment | ⌇ | | | | |
| Write-off Letter | ⌇ | | | | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | |
| D.O.G.M.I. | ☒ | | | | |
| Corps of Engineers | ☒ | | | | |
| Coast Guard | ☒ | | | | |
| Co. Conditional Use | ☒ | | | | |
| NPS Air Pollution | ☒ | | | | |
| NPS Water Pollution | ☒ | | | | |
| | | | | | |
| | | | | | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ |
| Cultural Salvage | ☒ | | | | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | | | | |

9352

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U.S. Department
of Transportation
**Federal Highway
Administration**

# Memorandum

THE OREGON DIVISION - SALEM

**Subject:** Oregon Project F-29(7)
Dexter County Park Rd.-Minnow Cr. Section
Willamette Highway, Lane County

**Date:** July 27, 1981

**From:** Division Administrator

**Reply to Attn. of:** HFO.3-OR

**To:** Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on the information contained in Mr. Watson's July 20 letter, I concur that the concrete posts to be removed from the subject project have no salvage value.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Desgn)

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FOR
Info Inves R/D D/R Sign Act File

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VICTOR ATIYEH
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 23, 1981

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Dear Sir:

Dexter County Park Road-Minnow Creek Section
Willamette Highway (M.P. 11.0 to M.P. 16.5)
Lane County

The purpose of this Federal-aid project is to extend the roadway service life, restore the pavement section and surface skid resistance with a Class "B" asphaltic concrete overlay. A 4-inch overlay is proposed from Station 643+85 (M.P. 11.0) to Station 679+60 (M.P. 11.7) and Station 70+00 (M.P. 14.5) to Station 177+00 (M.P. 16.5). A 2-inch overlay is proposed from Station 679+60 (M.P. 11.7) to Station 776+09 Bk.=Station 20+05 Ah. to Station 70+00 (M.P. 14.5). This section is 5.5 miles in length and has a daily traffic count of 6,000.

The existing roadway horizontal alignment generally has curves of 6 degrees or less except for reversing 8 degree curves at the railroad undercrossing (M.P. 14.45) near Lookout Point Dam. The vertical alignment has a maximum grade of 5 percent. The existing paved roadway width varies from 32 feet to 44 feet. Operating speeds are presently in the 50 to 55 MPH range.

The accident history on this section was reviewed; no apparent problem areas were found.

The proposed construction will not change the horizontal or vertical alignment or roadway width and operating speeds are not expected to increase.

The typical section varies from two lanes to two lanes with median left-turn lane or climbing lane. Lane widths are

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12 feet, shoulder widths - 4 feet. The total length of the two-lane section is 4.1 miles and the three-lane section, 1.4 miles. The typical sections proposed are compatible with adjacent sections of the highway and will adequately serve the traveling public for the foreseeable future.

There is about 19,000 feet of guardrail on the project, most of it is on 12-foot 6-inch spacing and not blocked. We will upgrade the guardrail to current standards, adding blocks and guardrail flares (8-foot normal off-set) with anchors and end pieces.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO 1969".

This project is presently scheduled for the August 20, 1981 contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
F. E. Terpin
Alfred Shirley
Fred Erickson

FE:ja

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VICTOR ATIYEH
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

L.

July 20, 1981

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

NOTED
H.S. COULTER

Attn. Glenn K. Hossner

Gentlemen:

Dexter County Park Rd.-Minnow Creek Section
Willamette Highway
Lane County

It is proposed to replace approximately 16,500 feet of existing guardrail and hardware on the project. Most of the guardrail has been in service for at least 25 years and is an obsolete design. Some rail is the half-round shape, some is flanged W-beam, and the rest is standard. Most of the rail is on concrete posts.

The State Parks Division is interested in acquiring the concrete posts. We have estimated there could be about 1,200 posts. We believe it is in the public interest to salvage this material and make it available for use by the State.

We propose to specify the existing guardrail and hardware bill become the contractor's property. The concrete posts are to be salvaged and stockpiled by the contractor at a location within the project limits at the direction of the Engineer. The Engineer will notify the Region I Parks Supervisor when the posts are available.

The concrete posts are assumed to have no salvage value since they are an obsolete design. Therefore, we propose there be no credit to the project for salvaged material.

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We solicit your concurrence that it is in the public interest to salvage this material.

This was discussed with and tentatively approved by Mr. Glenn Hossner of the FHWA.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
D. E. Swan
Alfred Shirley
Jack Sullivan
Fred Eriksen

FE:ja

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VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10171
Project No. F-29 (7)
Dexter Co. Park Rd.-Minnow Creek Section
Lane County

Attached data consists of PR-1 form with project maps for the subject project.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1, 1981.

DRH/lms
Attachments

cc: Alfred Shirley (Region 3)
General Files

Form 734-3122

1981 Corvallis/Lebanon Hwy. 9353
@ Seven Mile Lane Sec. of the
Corvallis-Lebanon Hwy. (Gr.,pav.)

9353

US Department of Transportation
Federal Highway Administration

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# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Marion | DIVISION<br>Oregon |
| DATE OF REPORT<br>9/18/84 | REPORT MADE BY 9-18-84<br>W. H. Kappus, Area Engineer | | PROJECT NO.<br>HES-21-2-(5) |
| COMPLETION DATE (Actual)<br>8/2/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>11/30/82 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>100 |

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CORVALLIS/LEBANON HWY. @ SEVEN MILE LANE
CORVALLIS/LEBANON HWY.
Grading & Paving

This project provided for the construction of left turn refuge lanes and the installation of a flashing beacon at the subject interchange.

There were no major overruns or underruns and no contract claims.

A final inspection of the completed project was made August 8, 1982.

NOTED
W. E. SCHWARTZ
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| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>William H. Kappus<br>inal Signed By<br>IAM H. KAPPUS<br>Area Engineer | | SIGNATURE<br>Glenn Hossner<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>9/28/84 | TITLE<br>Field Operations Engineer | DATE<br>10/1/84 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

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| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>6-26 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>6-6-83 | County<br>Linn |
| PROJECT REPORT NUMBER | | Project Number<br>HES-21-2(5) |
| MODIFICATION NUMBER<br>4 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 7 , 19 80 ,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 164,415.00 | $ 181,404.00 |
| Federal funds | $ 147,972.00 | $ 163,263.00 |
| Other revisions | | |

This modification is made for the following reasons: to include approved funds for utility adjustments.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of June , 19 83 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Larry C. Potts

Manager, Program Section
*(Title)*

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1983

Federal-Aid Project No. HES-21-2(5)

Corvallis-Lebanon Hwy. @ Seven Mile Lane Section
Corvallis-Lebanon Highway
Linn County

## PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 24,400.00 |
| | | $ 24,400.00 |

### Type Code Y031
### Traffic Signal (Temporary)

| | |
|---|---|
| Total the same as previous estimate of October 7, 1981 | $ 5,500.00 |

### Type Code Y008
### Channelization (Sta. "L" 294+00 to Sta. "L" 407+50)

| | |
|---|---|
| Subtotal of previous estimate of October 7, 1981 | $ 109,816.25 |

### Additional Items

| | | |
|---|---|---|
| Work by Consumers Power Inc. | All Required | $ 16,990.00 |
| | Increase | $ 16,990.00 |
| | Subtotal | 126,806.25 |
| | Engineering | 14,823.75 |
| | Total | $ 141,630.00 |

Type Code Y031
Traffic Signal (Sta. "L" 400+82.19)

Total the same as previous estimate of October 7, 1981 $ 9,874.00

Length of Project 0.00 mi.

## SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 24,400.00 | $ 21,960.00 | $ 2,440.00 |
| Flashing Beacon (Temporary) | 5,500.00 | 4,950.00 | 550.00 |
| Channelization | 141,630.00 | 127,467.00 | 14,163.00 |
| Traffic Signal | 9,874.00 | 8,886.00 | 988.00 |
| Total | $ 181,404.00 | $ 163,263.00 | $ 18,141.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9353 |
| Prefix: | 22-1987 |
| Prefix: | 22-1002 |

9353

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| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>10-64 | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Linn |
| MODIFICATION NUMBER<br>3 | 10-9-81 | Project Number<br>HES-21-2(5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1980, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 29,900.00 | $ 164,415.00 |
| Federal funds | $ 26,910.00 | $ 147,972.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 1981.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec. Asst. to State Hwy. Engr.
*(Title)*

XXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 7, 1981

Federal Aid Project
No. HES-21-2(5)

Corvallis-Lebanon Hwy. @ Seven Mile Lane Section
Corvallis-Lebanon Hwy.
Linn County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 24,400.00 |
| | TOTAL | $ 24,400.00 |

### Type Code Y031
### Traffic Signal (Temporary)

| | | |
|---|---|---|
| Install Flashing Beacon (SFO #1) | All Required | $ 5,000.00 |
| | SUBTOTAL | $ 5,000.00 |
| | Engineering | 500.00 |
| | TOTAL | $ 5,500.00 |

### Type Code Y008
### Channelization (Sta. "L" 294+00 to Sta. "L" 407+50)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 6,100.00 |
| Temporary Protection and Direction of Traffic | | All Required | 1,250.00 |
| Temporary Signs | 110 Sq. Ft. | 6.25 | 687.50 |
| Temporary Barricades | 2 Each | 60.00 | 120.00 |
| Temporary Plastic Safety Markers | 20 Each | 70.00 | 1,400.00 |
| Flagmen | 240 Hour | 21.00 | 5,040.00 |
| Clearing and Grubbing | | All Required | 625.00 |
| Removal of Structures and Obstructions | | All Required | 150.00 |
| Ditch Excavation | 345 Cu. Yd. | 4.75 | 1,638.75 |
| General Excavation | 2,175 Cu. Yd. | 2.80 | 6,090.00 |
| Finishing Roadbed and Slopes | | All Required | 1,500.00 |
| Aggregate Shoulders | 720 Ton | 6.50 | 4,680.00 |
| Cement Treated Base Mixture | 2,110 Ton | 11.00 | 23,210.00 |
| Portland Cement in CTB Mixture | 115 Ton | 80.00 | 9,200.00 |

| | | | |
|---|---|---|---|
| Class "C" Asphalt Concrete | 1,200 Ton | 29.20 | 35,040.00 |
| 24-inch Culvert Pipe | 44 Lin. Ft. | 25.25 | 1,111.00 |
| Extra for Pipe Under Pavement | 24 Lin. Ft. | 5.50 | 132.00 |
| Extra for Asphalt Approaches | 2 Each | 52.00 | 104.00 |
| Delineators, Type 2 | 12 Each | 26.00 | 312.00 |
| Delineators, Type 3 | 12 Each | 26.00 | 312.00 |
| SIGNING | | | |
| Removal of Existing Sign Installations | | All Required | 520.00 |
| Wood Sign Posts | | All Required | 520.00 |
| Type "C" and "D" Signs in Place | 78 Sq. Ft. | 8.00 | 624.00 |
| Move, Modify and Reinstall Existing Signs | | All Required | 2,000.00 |
| LANDSCAPING | | | |
| Roadside Seeding and Mulching | 1 Acre | 400.00 | 400.00 |
| | | | $102,766.25 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,150.00 |
| Temporary Pavement Striping | All Required | 1,000.00 |
| Pacific Northwest Bell | All Required | 4,900.00 |
| | | $ 7,050.00 |
| | SUBTOTAL | $109,816.25 |
| | Engineering | 14,824.75 |
| | TOTAL | $124,641.00 |

Type Code Y031
Traffic Signal (Sta. "L" 400+82.19)

| | | |
|---|---|---|
| Traffic Signal Installation, Complete | All Required | $ 8,700.00 |
| | SUBTOTAL | $ 8,700.00 |
| | Engineering | 1,174.00 |
| | TOTAL | $ 9,874.00 |

Length of Project ---------- 0.00 mile

Retain in Program

| | | |
|---|---|---|
| Work by Consumers Power Inc. | All Required | $ 20,000.00 |
| | TOTAL | $ 20,000.00 |

## SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| P.E. | $ 24,400.00 | $ 21,960.00 | $ 2,440.00 |
| Flashing Beacon (Temporary) | 5,500.00 | 4,950.00 | 550.00 |
| Channelization | 124,641.00 | 112,176.00 | 12,465.00 |
| Traffic Signal | 9,874.00 | 8,886.00 | 988.00 |
| TOTAL | $164,415.00 | $147,972.00 | $16,443.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9353 |
| Prefix: | 22-1987 (PE)<br>22-1002 |

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|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>7-133 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Linn |
| MODIFICATION NUMBER<br>2 | 6-30-81 | Project Number<br>HES-21-2 (5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1980, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 18,300.00 | $ 29,900.00 |
| Federal funds | $ 16,470.00 | $ 26,910.00 |
| Other revisions | | |

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of June, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

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Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 25, 1981

Federal Aid Project
No. HES-21-2 (5)

Corvallis-Lebanon Hwy. @ Seven Mile Lane Section
Corvallis-Lebanon Hwy. in Linn County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 24,400.00 |
| | | $ 24,400.00 |

Type Code Y031
Traffic Signals

| | | |
|---|---|---|
| Install Flashing Beacon (S.F.O. #1) | All Required | $ 5,000.00 |
| | Subtotal | $ 5,000.00 |
| | Engineering | 500.00 |
| | Total | $ 5,500.00 |

Length of project - - - - - - - - - - - 0.0 miles

Summary of Funds (90.0%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 24,400.00 | $ 21,960.00 | $ 2,440.00 |
| Traffic Signals (Temporary) | 5,500.00 | 4,950.00 | 550.00 |
| Subtotal | $ 29,900.00 | $ 26,910.00 | $ 2,990.00 |
| Future Work | 126,000.00 | 113,400.00 | 12,600.00 |
| Total | $155,900.00 | $140,310.00 | $ 15,590.00 |

Group 1 - 100%
Contract No.
Prefix 22-1987
Prefix 22-1002

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER
9-156

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-12-80

tate
Oregon

County
Linn

Project Number
RES-21-2(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 13,800.00 | $ 18,300.00 |
| Federal funds | $ 12,420.00 | $ 16,470.00 |
| Other revisions | | |

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of September, 19 80.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burson
*(Division Administrator)*

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 9, 1980

Federal Aid Project
No. HES-21-2(5)

Corvallis-Lebanon Hwy. @ Seven Mile Lane Section
Corvallis-Lebanon Hwy. in Linn County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $12,800.00 |

### Type Code Y031
### Traffic Signals

| | | |
|---|---|---|
| Install Flashing Beacon (SFO #1) | All Required | $ 5,000.00 |
| | SUBTOTAL | $ 5,000.00 |
| | Engineering | 500.00 |
| | TOTAL | $ 5,500.00 |

Length of project ----------- 0.0 miles

### SUMMARY OF FUNDS (90.0%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 12,800.00 | $ 11,520.00 | $ 1,280.00 |
| Traffic Signals (Temporary) | 5,500.00 | 4,950.00 | 550.00 |
| SUBTOTAL | $ 18,300.00 | $ 16,470.00 | $ 1,830.00 |
| Future Work | 126,000.00 | 113,580.00 | 12,620.00 |
| TOTAL | $144,300.00 | $130,050.00 | $ 14,450.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | |
| Prefix | 22-1987 |
| Prefix | 22-1002 |

STATE COPY

OMB No. 04-R2089 L.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>8-95 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-7-80 | State<br>Oregon<br>County<br>Linn<br>Project No.<br>HES-21-2(5) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 34, 5.5 mi. SE of Albany

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-7-80 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-7-80 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 90.0%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 13,800.00 | FEDERAL FUNDS<br>$ 12,420.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

XXX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 8/7/80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

## 1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon July 24, 1980

Federal Aid Project
No. HES-21-2(5)

Corvallis-Lebanon Hwy. @ Seven Mile Lane Section
Corvallis-Lebanon Hwy. in Linn County

Project Agreement Estimate

| | | |
|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | $ 8,300.00 |
| Type Code Y031<br>Traffic Signals<br>Install Flashing Beacon (SFO#1) | All Required | $ 5,000.00 |
| | Subtotal | $ 5,000.00 |
| | Engineering | 500.00 |
| | Total | $ 5,500.00 |

Length of Project - - - - - - - 0.0 miles

## SUMMARY OF FUNDS (90.0%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 8,300.00 | $ 7,470.00 | $ 830.00 |
| Traffic Signals (Temporary) | 5,500.00 | 4,950.00 | 550.00 |
| Subtotal | 13,800.00 | $ 12,420.00 | $ 1,380.00 |
| Future Work | 126,200.00 | 113,580.00 | 12,620.00 |
| Total | $140,000.00 | $126,000.00 | $14,000.00 |

Group 1 100%
Contract No.
Prefix 22-1987
22-1002

9353 4-11-83

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**1. FEDERAL-AID PROJECT NO.** HES-21-2(5)

**2. STATE PROJECT NO.** See below

**2A. COUNTY NAME** Linn

**3. FROM**
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

**4. PROGRAM NO.**

**5. ITEM NO.** 00099

**6. TO**
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

**7. DATE AUTHORIZATION EFFECTIVE** 8/4/81

**8. FEDERAL ROUTE NUMBER** Primary 21

**9. STATE ROUTE NUMBER** Secondary 210

**10. GENERAL LOCATION:**
Corvallis/Lebanon Highway at Seven Mile Lane Section

**11. GENERAL DESCRIPTION OF WORK**
Utility adjustment

**12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility adjustment

**13. REMARKS**

Contingent upon modification of Project Agreement if additional funds are required this will confirm the advance approval date of 8/4/81 to proceed with the actual adjustments of Consumers Power, Inc., aerial power line relocation as requested by Mr. Swan's letter of 3/31/83. Reimbursement on an actual cost basis estimated to be $16,990 Federal Funds $15,291 is approved.

I approve the Agreement with Consumers Power, Inc.

Approval and participation for the eligible portion of the work authorized above is subject to the provisiions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

**14. DATE** 4/11/83

**15. SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner

**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9353

NOTED
E. S. HUNTER

March 31, 1983

RECEIVED
TECHNICAL SERVICES

APR 1 '83

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, PE, PLS
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Consumers Power, Inc.
Corvallis/Lebanon Hwy. @ 7-Mile Lane
Corvallis-Lebanon Highway
Linn County
Project No. HES-21-2(5)

Here is a copy of a final billing of cost to adjust Consumers Power, Inc.'s aerial power line facilities dated December 31, 1982, and a sketch showing their relocation. An estimate was received August 12, 1981 but lacked sufficient detail for processing and was returned to the utility. The final billing has been reviewed and approved by our Accounting Section. A copy of the Audit Report is attached.

A certification prepared by Don Bedford as to the utilities rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to Consummers Power, Inc. dated July 31, 1981 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation has been issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There was no betterment derived from the proposed adjustment of Consumers Power, Inc.'s facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 4, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Final cost to the State is $16,990.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright

9353

February 16, 1983

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9353

Gentlemen or Ladies:

On December 3, 1982, we wrote to you concerning release of final payment on Contract No. 9353 awarded to Wildish Corvallis Construction Co., for work on the Corvallis-Lebanon Highway at Seven Mile Lane in Linn County.

The total contract amount is $113,530.28. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97339

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9353

210

ROAD DESIGN SECTION 378-6558 DES 16

C. O. Fredrickson
Region 2 Engineer, SALEM

December 6, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Corvallis-Lebanon Hwy.
@ Seven Mile Lane Section
Corvallis-Lebanon Highway
Linn County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 07 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring up
Action

We are forwarding herewith a reproducible map (9B-19-2) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

9353

12-2-82

B

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Bugge Investment Co. dba Columbia West Materials & Constructors Co.<br>No. 9328 | N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp<br>Multnomah County | November 8, 1982 |
| Hi Lo Roads, Inc.<br>No. 9439 | Florence/Eugene Hwy. @ M.P. 10.3<br>Lane County | November 8, 1982 |
| Sims Electric, Inc.<br>No. 9348 | Main St.-Campbell St. (Baker)<br>Baker County | November 9, 1982 |
| E.H. Itschner Co.<br>No. 9461 | Shaniko Rock Production<br>Wasco County | November 9, 1982 |
| Linnco Electric Co.<br>No. 9394 | Pac.Hwy. E.@ Hayesville Dr. NE (Salem)<br>Marion County | November 9, 1982 |
| Olson's Mechanical & Heavy Rigging<br>No. 9517 | Catching Slough Bridge<br>Coos County | November 9, 1982 |
| Gresham Paving, Inc.<br>No. 9255 | N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham)<br>Multnomah County | November 9, 1982 |
| Schrader Const. Co., Inc.<br>No. 9119 | W. Intchge., Sellwood Bridge<br>Multnomah County | November 10, 1982 |
| Hertz Electric, Inc.<br>No. 9246 | SW Cedar Hills Blvd. @ SW Butner/Barnes Rd.<br>Washington County | November 15, 1982 |
| Sims Electric, Inc.<br>No. 9393 | Old Hwy. 20 @ "A" St. (Toledo)<br>Lincoln County | November 15, 1982 |
| Auburn Const. Co.<br>No. 9346 | McFee Cr. (Midway Rd.) Bridge<br>Washington County | November 16, 1982 |
| Tice Electric Co.<br>No. 9329 | Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access<br>Clackamas County | November 18, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Electric Corp.<br>No. 9449 | Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn)<br>Marion County | November 18, 1982 |
| Douglas S. Coats, Inc.<br>No. 9317 | Jordan Cr. (Danner) Bridge<br>Malheur County | November 22, 1982 |
| Stukel Rock & Paving, Inc.<br>No. 9229 | N. Klamath Falls Intchge.-Jct. Green Springs Hwy.<br>Klamath County | November 23, 1982 |
| Wildish Corvallis Construction Co.<br>No. 9353 | Corvallis/Lebanon Hwy. @ Seven Mile Lane<br>Linn County | November 30, 1982 |
| Nelson-Deppe, Inc.<br>No. 9300 | Powder River<br>Baker County | November 30, 1982 |
| Roseburg Paving, Inc.<br>No. 9215 | Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy.<br>Douglas County | November 30, 1982 |

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9353 Sec. 210

# STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Corv./Leb. Hwy. @ Seven Mile Lane
Highway: Corvallis-Lebanon
County: Linn

Contract No.: 9353
Prefix: 22-1002
F. A. No.: HES-21-2(5)

| Item No. | Item | Unit | Original | Semi-final | % + or - |
|---|---|---|---|---|---|
| | SUMMARY | | | | |
| | Bid Items | $ | 111,466.25 | 112,637.32 | (+) 1.1 |
| | Anticipated Items | $ | 27,150.00 | 16,725.98 | (-) 61.6 |
| | Contingencies | $ | 6,237.73 | 1,086.12 | (-) 82.6 |
| | Engineering | $ | 12,475.46 | 11,000.00 | (-) 11.8 |
| | Liquidated Damages | $ | 0 | -80.00 | |
| | Total | $ | 157,329.44 | 141,369.42 | (-) 10.1 |

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

[illegible]

9353 8-26-81 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/~~OR~~ AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-2(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00099

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 210

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR
Info Inves R/D Dir Sgn Act File

10. GENERAL LOCATION:
Corvallis - Lebanon Highway at Seven Mile Lane Section

11. GENERAL DESCRIPTION OF WORK
Channelization and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,150
Temporary Pavement Striping S.F. $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/24/81 request and certifying statements are accepted.

PS&E doucments for the subject project have been reviewed and are approved at a total estimated cost of $173,696 Federal Funds $156,326.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project.)

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9353

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-4-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-2(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00099

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/4/81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 210

10. GENERAL LOCATION:
Corvallis - Lebanon Highway at Seven Mile Lane Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 7/13/81 you are now authorized to proceed with the actual adjustments of Pacific Northwest Bell Telephone Company's cable relocation.

Reimbursement on an actual cost basis estimated to be $4,900 Federal Funds $4,410 is approved. (This authorization does not require additional obligation of funds)

I approve the agreement with Pacific Northwest Bell Telephone Company.

Approval and particiaption for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

Orig [illegible] 8-26-81

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO [illegible]
FOR
Info Invc. R/D D/R Sign Act File

14. DATE 8/4/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9353 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-4-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-2(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00099

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/4/81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 210

10. GENERAL LOCATION:
Corvallis - Lebanon Highway at Seven Mile Lane Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
X☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/4/81 I approve the program change adding Utility Adjustments to the character of proposed work at a TEC of $24,900 Federal Funds $22,410.

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO
Planning
FOR

| Info | Inves | R/E | D/C | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

Aug 10 '81

14. DATE 8/4/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesne

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9353

210

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81

Sept. 3, 1981 Bid Letting ____ All Clear Deadline

SECTION Corvallis/Lebanon Hwy @ Seven Mile Lane
Highway Corvallis-Lebanon
County Linn Region II
Type of Work Left Turn-Beacon Funds HES
State___ Consultant ___ Plans Avail.___Yes ___No

1/2 ~~with~~

Const Noise ✓

2 Exc

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☐ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☐ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☐ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☐ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

9353

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

July 13, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Telephone Facility Relocation
Pacific Northwest Bell
Corvallis/Lebanon Hwy. @ Seven Mile Lane
Corvallis-Lebanon Highway
Linn County
Project No. HES-21-2(5)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Pacific Northwest Bell Telephone Company's facilities dated June 29, 1981, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,900.

RECEIVED
TECHNICAL SERVICES
JUL 15 '81
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

JMC/llr
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

81-731-0027 (9-77)

9353

6-16-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-2(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00099

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/16/81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 210

10. GENERAL LOCATION:
Corvallis - Lebanon Highway at Seven Mile Lane Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/3/81 I approve the revised Preliminary Engineering Costs to a TEC of $24,400 Federal Funds $21,960.

(Increase TEC $11,600 Federal Funds $10,440)

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO L Mehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

orig to 6/18

14. DATE 6/16/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hussner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9353

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-2(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00099

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-23-81

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 210

10. GENERAL LOCATION:
Corvallis-Lebanon Highway at Seven Mile Lane Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4-16-81, you are now authorized to proceed with all phases of right of way acquisition for files 51888, 51889, and 51890 as shown on R/W map 9B-19-2 at a TEC of $11,000, Federal funds $9,900. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
APR 27 '81
REFER TO
[illegible]
4 27 81

14. DATE 4-23-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9353

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 16, 1981

PRO 6-2

TO:
D.E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 00099
Project No. HES-21-2(8)
Corvallis-Lebanon Hwy. @ Seven Mile Lane Sec.
Linn County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-19-2 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $11,000, with an obligation of $9,900 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

Funds for this project are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9353

210

ROAD DESIGN ENGINEER 378-6558

March 20, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 51888, 51889 & 51890
Corvallis-Lebanon Highway at
-Seven Mile Lane Section
Corvallis-Lebanon Highway
Linn County

Attached are descriptions, an authorization and prints for three files for the subject project, scheduled for September 24, 1981.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

RHW:rlr
Attachments

9363

L.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Corvallis/Lebanon Hwy AT Tim Ln. LINN.

DATE: 2/17/81

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

c: E.J. VALACH
H.S. COULTER
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG. 3 ENGR: A. SHIRLEY
DIS. 4 ENGR: H.C. JOHNSON

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

**8101 2 600**

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

1-21-81

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

9353 Form FHWA 121 (1/80)

4.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Revised Project Classification
Oregon Project HES-21-2(5)
Corvallis-Lebanon Hwy. at 7-Mile Lane
Linn County

Date: February 3, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.2-OR

NOTED
E. S. HUNTER

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your January 15, 1981, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

E. J. Valach

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

RECEIVED
TECHNICAL SERVICES

FEB 5 '81

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

9353

(2)

L

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
**PRO 6**

**January 21, 1981**

TO: Executive Department
Federal Aid Coordination Unit

**Oregon District 4 Council of Governments**
**460 SW Madison #7**
**Corvallis, Oregon 97330**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: **Corvallis/Lebanon Hwy. at 7-Mile Lane**
Highway: **Corvallis-Lebanon Hwy. OR-34**
County: **Linn**

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be **February 27, 1981.**

BLG:bke
Attachments

| | |
|---|---|
| cc: G.L. Green, FHWA | W.J. Hart |
| H.S. Coulter | Reg. 2 Engr.: **C.O. Fredrickson** |
| F.E. Terpin | Dis. 4 Engr.: **H.C. Johnson** |
| J.B. Boyd (2) | Aeronautics Division |
| J.H. Versteeg(3) | David Powers, Parks |
| Gary Potter | B.L. Gifford |

RECEIVED
STATE HWY ENGR
JAN 21 '81
REFER TO
FOR

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | | |
|---|---|---|---|
| 02 | 12] APPLICANT [45<br>Department of Transportation | 46] DIVISION [79<br>Highway | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>Transportation Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 |
| 04 | 12] CONTACT PERSON [45<br>D.E. Swan | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 / 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Corvallis/Lebanon Hwy. at 7-Mile Lane | | |
| 11 | 12] PROJECT LOCATION--CITY<br>Corvallis-Lebanon Hwy.<br>OR-34 | PROJECT LOCATION—COUNTY<br>Linn | PROJECT LOCATION [79<br>SEC: T: R: |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY--SEE INSTRUCTIONS ON BACK)

05 This project is to widen Corvallis-Lebanon Hwy. @ 7-Mile Lane intersection [71

06 12] with left turn lanes. The project will improve traffic flow, safety, and [71

07 12] turning movement. The project will include new pavement and stripping [71

08 12] over the entire project. The existing flashing signal on this project [71

09 12] was put in as phase one of this project. [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 180,000 | ------ | 20,000 | ------- | ------- | 200,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: January 21, 1981

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Feb. 43] DAY [44 27 45] YEAR [46 1981

# ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 21, 1981

VI. If project includes state funds (12C), identify agency HIGHWAY

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

HES-21-2(5)

# OREGON STATE HIGHWAY DIVISION
# PROJECT CLASSIFICATION

A. Project Identification: HES-21-2(5)

Date January 9, 1981

Section Corvallis-Lebanon Hwy. @ 7-Mile Lane

City None Hwy. No. 210

Highway Corvallis-Lebanon

Begin M.P. 10.77 Length .3 mile

County Linn

Program Estimate $200,000

Region II

Funding Source Title II

(Attach Project Location Map)

---

B. Purpose, Need, and Description of Project (Describe Alternatives):

This project is to widen Corvallis-Lebanon Hwy. @ 7-Mile Lane intersection with left turn lanes. The project will improve traffic flow, safety, and turning movement. The project will include new pavement and stripping over the entire project. The existing flashing signal on this project was put in as phase one of this project.

---

C. Recommended Project Classification:

| Project Class | | Documentation |
|---|---|---|
| ___ | I | Draft and Final EIS |
| X | II | Categorical Exclusion |
| ___ | III | Environmental Assessment |

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Classification:

---

| D. Descriptions: | Existing Facility | Proposed Facility |
|---|---|---|
| Number of Traffic Lanes | Two | Two |
| Median (Yes/No) | No | Left turn lane |
| Shoulders (Yes/No, Paved/Gravel) | Portions | Paved |
| Average Daily Traffic (Volume and Year) | 6950 (1980) | 13,200 (2000) |
| Alignment (New, Combined, Existing) | Existing | Existing |
| Speeds (Posted and Estimated) | 55 | 55 |

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

| | |
|---|---|
| Acres | 2.4 |
| Estimated Number of Parcels | 3 |
| Residential Relocation (No.) | 0 |
| Business Relocation (No.) | 0 |

Describe: Right of Way taken is in all four quadrants for left turn lane widening on the Corvallis-Lebanon Hwy. only. N.W. quadrant is a hog lot with three black walnut trees to be removed and the other three quadrants are farm grass field.

2. Estimated Impact on Land Use:

The impact on the land is small due to the very small taking on a large area with no structure in the close proximity of the project.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The traffic should not be increased due to the improvement. The project is to build left turn lanes on Corvallis-Lebanon Hwy., which will allow free flow and safer turn movement.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

The only impact is to move the large drainage ditches, which will be replaced in kind next to the sides of the new widening.

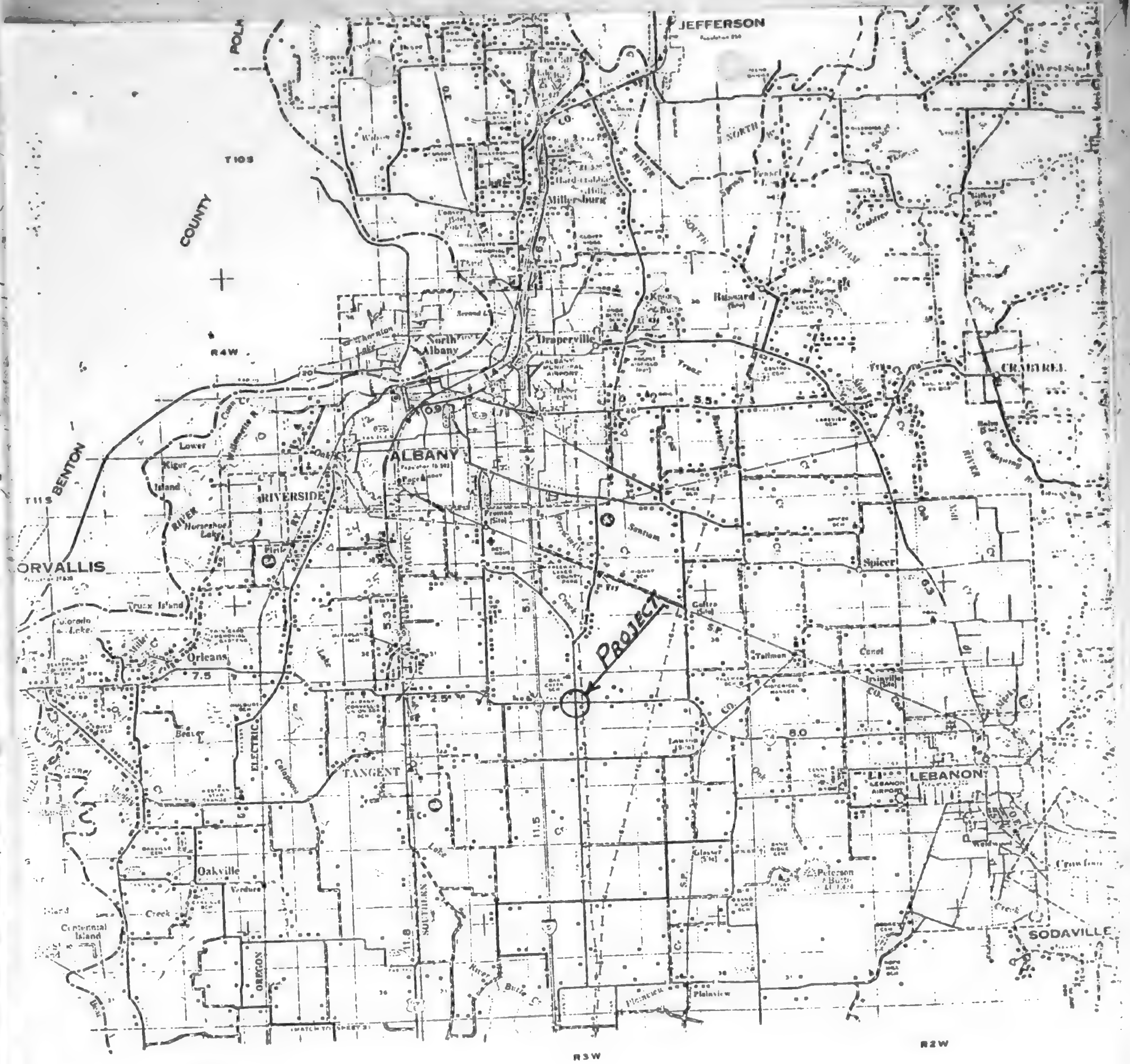
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified

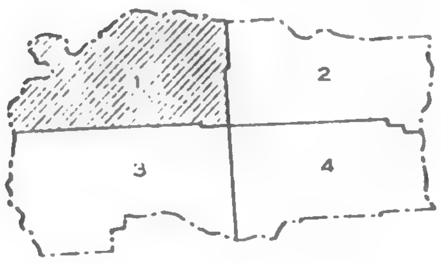
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified

Name of Preparer and Phone Number: Chuck Pietrok 378-2626


JEFFERSON
POLK COUNTY
T10S
Millersburg
NORTH SANTIAM RIVER
Bussard
Knox Butte
North Albany
Thornton Lake
Draperville
CRABTREE
R4W
ALBANY
Lower Kiger Island
BENTON
T11S
RIVERSIDE
Horseshoe Lake
CORVALLIS
Truax Island
Colorado Lake
Orleans
PROJECT
SOUTHERN PACIFIC
ELECTRIC
Spicer
Tallman
Beaver
TANGENT
LEBANON
LEBANON AIRPORT
Oakville
Centennial Island
OREGON
Peterson Butte
SODAVILLE
Plainview
R4W
R3W
R2W

ARRANGEMENT OF SHEETS FOR
LINN COUNTY



9353

16

CONSUMERS POWER, INC.
6990 SOUTHWEST WEST HILLS ROAD
P. O. BOX 1108
CORVALLIS, OREGON 97330

December 26, 1980

Don Bedford
Department of Transportation
State Highway Division
2960 East State St
Salem, Or 97310

Dear Mr. Bedford:

Enclosed is our proposed plan for the revision of facilities at the intersection of Highway 34 and Seven Mile Lane in Linn County, Oregon.

Our preliminary estimate is based on most of the electric power line work to be done hot with heavy traffic conflicts. The estimated costs are summarized as follows:

A. Removal Costs

| | |
|---|---|
| Labor | $5,690.00 |
| Salvage | -1,917.00 |
| Total: | $3,773.00 |

B. Construction Costs

| | |
|---|---|
| Labor | $10,093.00 |
| Material | 4,432.00 |
| Total: | $14,525.00 |

Estimated costs for revision of facilities is $18,298.00. This includes, material, labor, and overhead to complete this job. Consumers Power Work Order Number 7574. Please call this office for any questions you may have regarding this job.

Sincerely yours,

Dean O. Johnson
Operation Supervisor

Enclosure
WO/7574

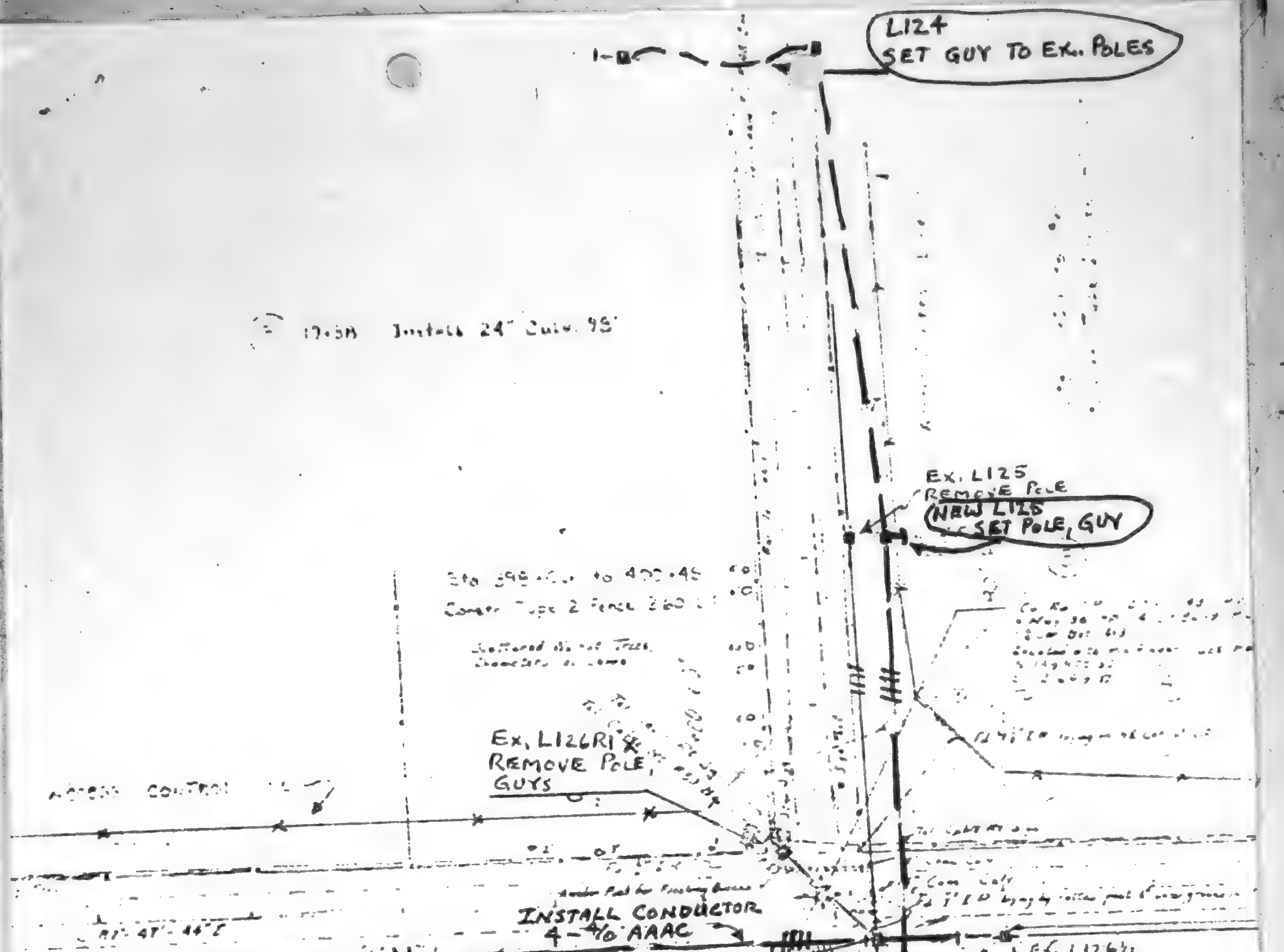
REFERRED TO
Beard — Stoudenmeyer
✓ Cole M.E.C. — Mann
Erikson — Watson
Hager — Dorn — Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

See that Traffic gets a copy. Doc

Versteeg
Anderson
/ Christ Doc
[illegible]
Sullivan
Terpin
[illegible]
Wakefield

RECEIVED
JAN 0 5 1981
ROAD DESIGN SECTION
Action

RECEIVED
JAN 2 1980
RR & UTILITY UNIT


L124
SET GUY TO EX. POLES
19+58 Install 24" Culv. 95'
Ex. L125
REMOVE POLE
NEW L125
SET POLE, GUY
Sta 398+00 to 400+45
Constr Type 2 Fence 260 LF
Scattered Hardwd Trees
ACCESS CONTROL
Ex. L126R1 &
REMOVE POLE,
GUYS
INSTALL CONDUCTOR
4-4/0 AAAC
L126R2
POLE
Ex. L126R2
REMOVE
POLE
NEW L126R1
SET POLE, &
GUYS
Ex. L126R1
REMOVE POLE
GUY, ETC.
Ex. L126½
REMOVE GUY
Ex. L126 & L126-1
REMOVE POLES, GUYS,
ETC.
NEW L126
SET POLE & GUYS
REMOVE
STA 398+
Constr Type 2 Fence
7
REMOVE
CONDUCTOR
2-#6 HDC
8
SET GUY
Ex. L126-1
NEW L126-1
SET POLE, GUY, ETC.

9353 210

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 15 #210

TO: L. E. George
Traffic Engineer

DATE: December 11, 1980

FROM: George C. Wells for Frank E. Terpin
Location Engineer

ATTN: Dick Bladorn

SUBJECT: Corvallis-Lebanon Highway @
Seven Mile Lane
Corvallis-Lebanon Highway
Linn County

The subject project has been reduced in scope from that which was submitted from the field ($400,000+). The work on the county road has been eliminated both north and south and the channelization storage has been reduced to 100 feet. Estimated cost is about $200,000 (see attached summary). Please note that only sufficient AC is placed over existing pavement to obliterate present traffic control. Project does not address present structural deficiencies.

Please review the attached plan and cost and return with your advice on advancing the project.

FET:GCW:ge

Attach.

cc: C. O. Fredrickson
D. Christensen

RECEIVED
1 1980
SECTION
Christ... Don
Olsen
Sullivan
Terpin

REFERRED TO
Board
Cole ✓
Eriksen
Hager
Stoudenmeyer
Main
Watson W
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Material

PRO 6

STATE OF OREGON
Highway - Traffic 378-6537

**INTEROFFICE MEMO**

| | | | |
|---|---|---|---|
| TO: | H. S. Coulter<br>State Highway Engineer | DATE: | May 7, 1980 |
| FROM: | L. E. George<br>Traffic Engineer | | |
| SUBJECT: | Proposed Title II Project | | |

A project has been requested to install a flashing beacon and left-turn refuges on the Corvallis-Lebanon Highway at Seven Mile Lane in Linn County.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

| Jurisdiction | Project Name | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| State | Corvallis-Lebanon Highway at Seven Mile Lane | $140,000 | $126,000 | $14,000 |

The project has been investigated and is eligible for funding under Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

NOTED
GLEN L. CLARK

5-12-80
cc: D.H.moehring

RHB:jrb

Attachment

5-12-80 [illegible]

APPROVED BY:

H S Coulter
State Highway Engineer

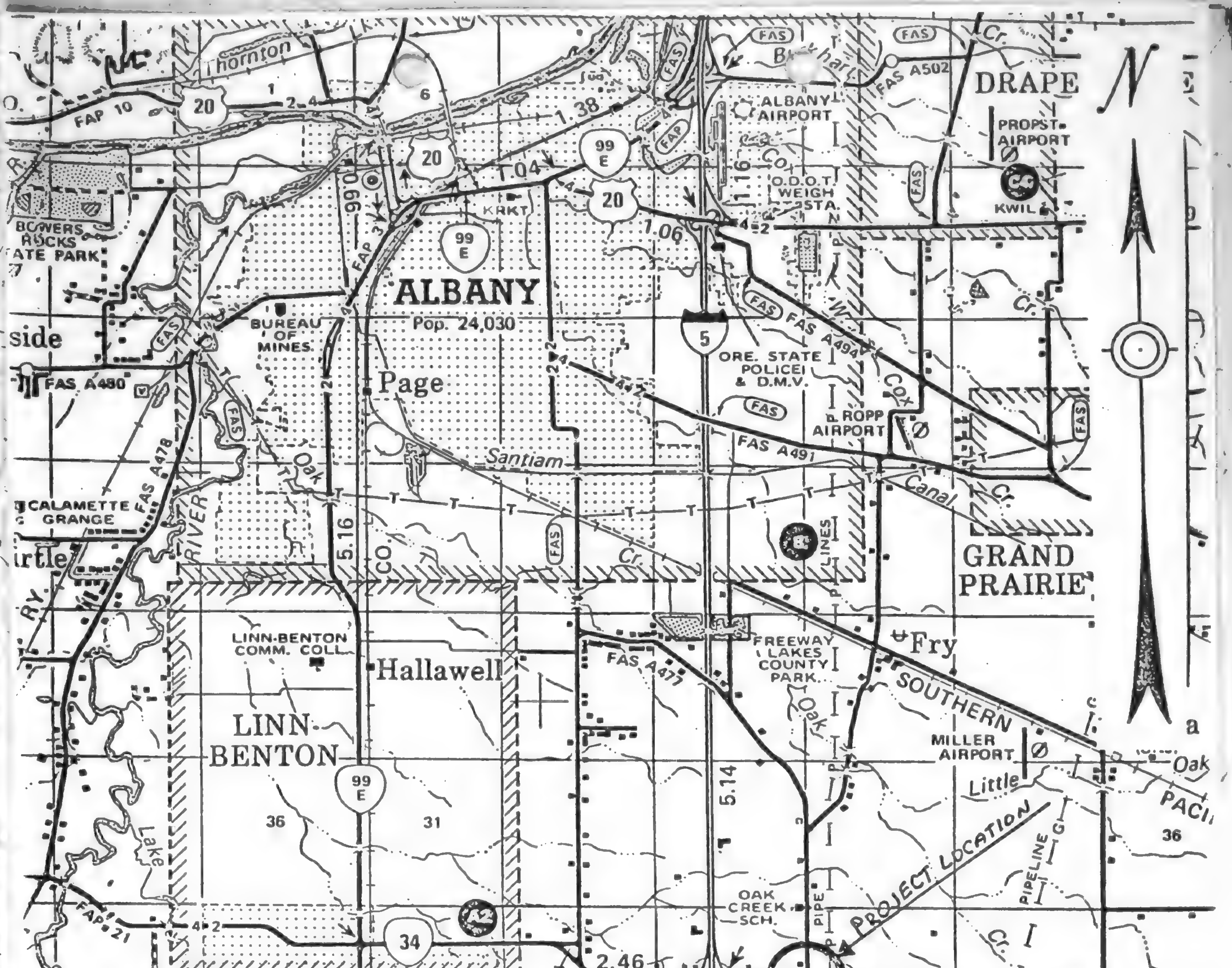
DATE: 5-9-80

NOTED
DWAYNE HOFSTETTER

RECEIVED
MAY 12 1980
TRAFFIC ENGINEERING

L. E. GEORGE

Contains Recycled Materials


Thornton
FAP 10
20
1.38
99 E
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1.04
99 E
20
1.06
FAS A502
DRAPE
PROPST AIRPORT
KWIL
ALBANY AIRPORT
Burkhart
Cr.
O.D.O.T. WEIGH STA.
1.16
BOWERS ROCKS STATE PARK
KRKT
ALBANY
Pop. 24,030
BUREAU OF MINES
5
FAS A494
ORE. STATE POLICE & D.M.V.
Cox
FAS A480
Page
ROPP AIRPORT
FAS A491
Santiam
Canal
Oak
CALAMETTE GRANGE
FAS A478
RIVER
5.16
CO.
Cr.
PIPE LINES
GRAND PRAIRIE
FREEWAY LAKES COUNTY PARK
Fry
LINN-BENTON COMM. COLL.
Hallawell
FAS A477
SOUTHERN
LINN-BENTON
99 E
36
31
5.14
MILLER AIRPORT
Little
Oak
PACI
36
Lake
PROJECT LOCATION
PIPELINE
OAK CREEK SCH.
FAP 21
34
2.46
FAP 21
CALAPOOIA
PACIFIC
FAS
TANGENT
Pop. 570
Lowson (Site)
FAS A479
BLEVINS BRIDGE
FAP 3
GRELL AIRPORT
Creek
11.25
FAI-5
Lake
NORTHWEST
Cr.
CALAPOOIA
HISTORICAL MOUNDS
SOUTHERN
Glasser (Site)
99 E
N

9353

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

5-27-80.

FEDERAL AID PROJECT NO. ES-21-2(5)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00099

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO [illegible]
FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5/7/80

FEDERAL ROUTE NUMBER Primary 21

STATE ROUTE NUMBER Secondary 210

GENERAL LOCATION:

Corvallis - Lebanon Highway at Seven Mile Lane Section

GENERAL DESCRIPTION OF WORK:

Prelimary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility Preparatory Work

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/ R FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 5/20/80 letter this will confirm the advance approval date of 5/7/80 to proceed with the above work. Also as requested, I concur that time saving procedures apply to the subject project and the type of work is included in the catagorized exclusions approved 2/25/80. TEC $8,300 - Federal Funds limited to $7,470.

DATE 5/27/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-955

9353

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

5-27-80

FEDERAL AID PROJECT NO. ES-21-2(5)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00099

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

5/30

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>5/7/80 | DATE AUTHORIZATION EFFECTIVE<br>5/7/80 | FEDERAL ROUTE NUMBER<br>Primary 21<br>STATE ROUTE NUMBER<br>Secondary 210 |

GENERAL LOCATION:

Corvallis - Lebanon Highway at Seven Mile Lane Section

GENERAL DESCRIPTION OF WORK:

Install temporary overhead flashing amber and red lights necessary to reduce accident potential

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/7/80, as requested in Mr. Swan's letter of 5/20/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $5,000 Federal Funds $4,500.

PS&E approval is granted only for the portion of work covered by SFO #1 and Preliminary Engineering work necessary for the permanent portion of the porject is eligible for Federal participation.

DATE 5/27/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-655

1981 Golf Club Rd.-E. Stayton 9354
Int. Sec. of N. Santiam Hwy.
(Grading and Paving)

7354

rll

U.S. Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter)

# FINAL ACCEPTANCE REPORT

**STATE COPY**

11-9-84

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Marion | DIVISION<br>Oregon |
| DATE OF REPORT<br>11/9/84 | REPORT MADE BY<br>W. H. Kappus, Area Engineer | | PROJECT NO.<br>F-47(14) |
| COMPLETION DATE (Actual)<br>10/7/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>8/10/83 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>275 CWD |

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GOLF CLUB ROAD - EAST STAYTON INTERCHANGE
NORTH SANTIAM HIGHWAY
Grading & Paving

This project provided for an AC overlay of 3.7 miles of an existing 44 foot facility (2 - 12 foot lanes and 2 - 10 foot shoulders) and the installation of waterproof membranes on two bridge decks.

There were no major cost overruns or underruns and no contract claims.

A final inspection of the completed project was made October 15, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 20 '84
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W. H. Kappus<br>Original Signed By<br>WILLIAM H. KAPPUS<br>Area Engineer | | SIGNATURE<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>11/16/84 | TITLE<br>Field Operations Engineer | DATE<br>11/19/84 |

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9354/CL 83-210

1859

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

✓bc: Secretary of State - S
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.
Claim filed directly
by attorney with you.

October 10, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9354

FILED
OCT 14 1983
NORMA PAULUS
SECRETARY OF STATE

Spears, Lubersky, Campbell,
Bledsoe, Anderson & Young
Attorneys at Law
800 Pacific Building
Portland, OR 97204

Attention: John W. Weil

Gentlemen or Ladies:

This will acknowledge your letter of October 6, 1983, with attached claim from Chevron USA, Inc., concerning the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Chevron USA, Inc. |
| AMOUNT: | $20,593.13 plus interest |
| FOR: | Materials |
| AGAINST (Prime contractor) | North Santiam Sand & Gravel, Inc. |
| CONTRACT NO.: | 9354 |
| PROJECT: | Golf Club Road-E. Stayton Interchange Section, North Santiam Highway, Marion County |
| SURETY: | U.S. Fidelity & Guaranty Co. |
| AGENT: | A. G. Sadowski Company |

Oct 20, 1983
Rgm

We note that you have filed this claim with the surety, contractor and the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: U.S. Fidelity & Guaranty Co.
PO Box 1701
Portland, OR 97207

North Santiam Sand & Gravel, Inc.
PO Box "A"
Stayton, OR 97383

731-0188

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
520 S.W. YAMHILL STREET, SUITE 800
PORTLAND, OREGON 97204

TELEPHONE (503) 226-6151

TELECOPIER XEROX 410
(503) 224-0388

FRANK H. SPEARS
WILLIAM F. LUBERSKY
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
JOHN M. BERMAN
RICHARD H. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT
NELSON D. ATKIN II
JAMES E. BARTELS
DAVID H. WILSON, JR.
MICHAEL J. LILLY
JEFFREY M. BATCHELOR
JOHN C. STEVASON
DONALD H. PYLE
JEFFREY C. WOLFSTONE
JAMES L. HILLER
CRAIG D. BACHMAN
MILO PETRANOVICH
FRANK M. PARISI
TIMOTHY R. HARMON
BRUCE C. HAMLIN
RICHARD S. POPE
RICHARD N. VAN CLEAVE
MARY-ANNE SAARINEN
JOHN W. WEIL
SCOTT P. MONFILS
PAULA B. WEISS
HELEN RIVES-HENDRICKS
MICHAEL R. SANDOVAL
ANGELA M. NOLAN
GRIFFITH C. STEINKE
P. ANNE KLASSNER
CORBETT GORDON
CARRIE G. OTEY
MARIANNE E. SCHIMELFENIG
RALPH F. RAYBURN
R. SCOTT McGREW
ROBERT P. STAFFORD
TRISH M. BROWN
SUSAN E. PIPER
VIVIAN I. RAITS
RANDALL W. ROSÁ
JOHN KENT PEARSON, JR.
MARK B. BLOCK
BRENDA MARIE FITZGERALD

October 6, 1983

185-2188
OUR FILE NO.

REGISTERD MAIL
RETURN RECEIPT REQUESTED

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

ATTN: Norma Paulus

Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTN: Robert W. Gormsen

Re: Gulf Club Road -- E. Stayton
Interchange Section of the
North Santiam Highway, Marion County
Contract No. 9354

Ladies and Gentlemen:

Enclosed is Notice of Claim on Bond.

Sincerely,

John W. Weil

John W. Weil

Enclosure
cc: North Santiam Sand & Gravel, Inc.
United States Fidelity & Guaranty Co.

RECEIVED
OCT -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REGISTERED MAIL
R 100 996 089

TO: Secretary of State
136 State Capitol Buidling
Salem, Oregon 97310

ATTN: Norma Paulus

Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTN: Robert W. Gormsen

NOTICE HEREBY IS GIVEN that the undersigned, Chevron USA, Inc. has a claim for furnishing asphalt, paving material and related materials of the value of $20,593.13, furnished to North Santiam Sand & Gravel, Inc., plus interest, against the bond taken from North Santiam Sand & Gravel, Inc., as principal, and United States Fidelity and Guaranty Company, as surety, for the work of constructing Gulf Club Road -- E. Stayton Interchange.

Chevron USA, Inc.

By: John W. Weil

John W. Weil, Its Agent
and Attorney

RECEIVED
OCT - 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9354

5

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

9-2-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Aubrey Mtn. Const. Co.<br>No. 9559 | Irrigation Canal (Bear Dr.) Br.<br>Jefferson County | Aug. 2, 1983 |
| Angell Asphalt & Agg., Inc.<br>No. 9350 | Hanley Ranch-Fish Lake<br>Jackson County | Aug. 5, 1983 |
| Jack Mathis, Gen.Contr.<br>No. 9509 | Medford Complex<br>Jackson County | Aug. 8, 1983 |
| N. Santiam Sand & Gravel, Inc.<br>No. 9354 | Golf Club Rd.-E. Stayton Intchge.<br>Marion County | Aug. 10, 1983 |
| Columbia Excavating, Inc.<br>No. 9445 | NE Glisan St.-SE Glenwood St. (Portland)<br>Multnomah County | Aug. 11, 1983 |
| Steve Pyles, Gen.Contr.<br>No. 9561 | N. Fork Ash Cr. Br. (Independence)<br>Polk County | Aug. 15, 1983 |
| Stukel Rock & Paving, Inc.<br>No. 9503 | Willamette Rock Production<br>Klamath County | Aug. 16, 1983 |
| Oregon Asphaltic Paving<br>No. 9498 | Mt.Hood Hwy. @ Birdsdale Ave. (Gresham)<br>Multnomah County | Aug. 16, 1983 |
| Wildish Corvallis Const.<br>No. 9552 | Fish Cr.-Poterf Cr.<br>Lane County | Aug. 30, 1983 |
| Clarke Electric, Inc.<br>No. 9566 | McKenzie Hwy. @ 58th St.(Spgf.)<br>Lane County | Aug. 31, 1983 |
| Wildish Corvallis Const.<br>No. 9529 | Cottage Grove Conn.@ Gateway Blvd.<br>Lane County | Aug. 31, 1983 |
| Hertz Electric, Inc.<br>No. 9571 | SW Lombard Ave.-SW 107th Ave. (Beaverton)<br>Washington County | Aug. 31, 1983 |

September 2, 1983

W. E. Schwartz, P.E.
for Asst. State Highway Engineer

9354

August 19, 1983

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

CON 3
#9354

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

Thank you for your letter of August 3, 1983, advising us that the claim in the amount of $383.43 for fringe benefits due employees of Bogart Construction Company has been paid in full.

This was in reference to the North Santiam Sand and Gravel, Inc., Contract No. 9354 for work on the Golf Club Road-East Stayton Interchange Section of the North Santiam Highway in Marion County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

8-19-83 Bk

cc: North Santiam Sand & Gravel, Inc.
P.O. Box "A"
Stayton, OR 97383

United States Fidelity & Guaranty Co.
Portland Office
P.O. Box 1701
Portland, OR 97207

A. G. Sadowski Co.
1605 Liberty St., SE
Salem, OR 97302

**AGC-OPERATING ENGINEERS TRUST FUNDS**
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

August 3, 1983

Mr. Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5 #9354

Gentlemen:

Please be advised that our claim in the amount of $383.43 for fringe benefits due employees of Bogart Construction Co., on the above project has now been paid in full.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

B J Winchester

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
cc: North Santiam S & G
U.S. Fidelity & Guaranty Co.
Attn: Jo McPherson

RECEIVED
AUG - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

*Employer Trustees*
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR.
RICHARD T. ROBERTSON

*Union Trustees*
DEAN WEAR, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
FRANCIS WICKLANDER
CHARLES WALLING

I.U.O.E.
Local 701

AGC
Oregon-Columbia
Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

9354

5

August 18, 1983

United States Fidelity & Guaranty Co.
PO Box 1701
Portland, OR 97207

CON 5
#9354

Gentlemen or Ladies:

Contract No. 9354 awarded to North Santiam Sand & Gravel, Inc. for work on the Golf Club Road East Stayton Interchange Section of the North Santiam Highway in Marion County was completed on June 24, 1983, and accepted by the State Highway Division on August 10, 1983.

Final payment in the amount of $21,716.24 will be released to the contractor after August 23, 1983. The total contract amount is $814,790.97, and no work was performed under force account.

You have been previously notified of a claim filed against the bond on this contract which has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc North Santiam Sand & Gravel, Inc.
PO Box "A"
Stayton, OR 97383

bc C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Region Engineer, C. O. Fredrickson

9354

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GOLF CLUB ROAD - E. STAYTON INTCHGE.

WEEK ENDING: July 2, 1983

SECTION PREFIX: 124-1063

HIGHWAY: North Santiam

COUNTY: Marion

NAME OF JOB: GOLF CLUB ROAD - E. STAYTON INTERCHANGE

KIND OF WORK: Grading and Paving

CONTRACTOR: North Santiam Sand & Gravel Inc.

CONTRACT NUMBER: 9354

FEDERAL AID PROJECT NUMBER: F-47(14)

DATE OF CONTRACT: September 23, 1981

DATE WORK STARTED: October 9, 1981

ESTIMATED COMPLETION DATE: October 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR/work DAYS: 275

WORK DAYS USED

CALENDAR/work DAYS USED: 275

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 936,335.73

EXCLUSIVE OF ENGINEERING: $ 862,088.84

ENGINEERING AUTHORIZATION: $ 74,246.89

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 794,415

ENGINEERING COST TO DATE: $ 75,600

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: October 7, 1982

ESTIMATED PERCENT: UNDERRUN 7.5 %

PERCENT OF AUTHORIZATION: 102 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Cem.Tr.Base | |
|---|---|---|---|---|---|---|---|
| | 100 | 100 | 100 | 100 | 100 | 100 | |

| | GRADING | SURFACING | C.T.B. | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1,636 cy | 3,610 T | 2,800 T | | 28,300 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 1,967 cy | 2,204 T | 3,273 T | | 31,399 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 1,967 cy | 2,204 T | 3,273 T | | 31,399 T |
| AVERAGE DAILY QUANTITIES | 0 | 0 | 0 | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | 0 | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | 0 | | 0 |
| HOURS PER SHIFT | 0 | 0 | 0 | | 0 |

EQUIPMENT USED DURING THE WEEK:

PROJECT COMPLETED

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

CE K
CAE
RCE
OCS
SCS
SEO
RECEIVED
JUL 5 1983
CONSTRUCTION SECTION
O/A
CA
LS
TC
FE
CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | Week ending 7-2-83. |

## REMARKS

Project Manager's crew: 0.

All paperwork received and forwarded to Region Office 6/24/83.
Third notification submitted 6/24/83.

FINAL REPORT.

DISTRIBUTION: Construction (3)
Region (1); Files (1)

SIGNED ______ LOCATION Salem
Richard E. Nelson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-E216

9354

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-17-83

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**1. FEDERAL-AID PROJECT NO.** F-47(14)

**2. STATE PROJECT NO.** See below

D

**2A. COUNTY NAME** Marion

**3. FROM**
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

**4. PROGRAM NO.**

**5. ITEM NO.** 10170

**6. TO**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

**7. DATE AUTHORIZATION EFFECTIVE** 10/15/82

**8. FEDERAL ROUTE NUMBER** Primary 47

**9. STATE ROUTE NUMBER** Secondary 162

**10. GENERAL LOCATION:**
Golf Club Road - East Stayton Interchange Section

**11. GENERAL DESCRIPTION OF WORK**
Replace or reinstall permanent signing and repair guardrail

**12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

**13. REMARKS**

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/15/82 as requested in Mr. Keasey's letter of 1/6/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,650 Federal Funds $1,455.

RECEIVED
STATE HWY ENGR
JAN 19 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
1/20

**14. DATE** 1/17/83

**15. SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner

**16. TITLE** for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9354 162

ROAD DESIGN SECTION DES 16

1-6-83
~~December 27, 1982~~

Richard E. Nelson
Project Manager

DNS
Donald Stoudenmeyer
Design Engineer Supervisor

Golf Club Road-East Stayton Interchange
N. Santiam Highway
Marion County

This letter acknowledges receipt of your narrative report on the subject project.

Your comment on traffic control speed signs on the detour is well taken. Initially we asked for a speed zone over the detour route and the concept was turned down.

We appreciate receiving these reports as they could be helpful to us in future design work.

DNS:kg

1 Adam

RECEIVED
DEC 28 1982
ROAD DESIGN SECTION

Do Not File
Return To: ______
Bring up ___/___
Action ______

1-?-83
[illegible]
[illegible]
[illegible]
[illegible] documented
[illegible]

# NARRATIVE REPORT

GOLF CLUB ROAD - E. STAYTON INTCH.
North Santiam Highway
Marion County

Contract 9354

December 1982

Richard E. Nelson
Project Manager

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC ~~16~~ 20 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

**PROJECT LIMITS:** West end of project is at M.P. 11.99 which is 1/2 mile East of Golf Club Road, East end of project is at M.P. 15.70 which is at East Stayton Interchange.

**SCOPE OF WORK:** Overlay North Santiam highway. The overlay was intended to improve the ride and preserve and strengthen the existing pavement.

Seal and resurface the Stayton-Sublimity overcrossing and Mill Creek structures and reconstruct their approaches.

Realign and reconstruct the south side ramp intersections at Stayton-Sublimity interchange to eliminate the ace~~l~~leration lanes and improve the sight distance. ce

Remove and replace or adjust the guardrail with rail built to current standards.

Required drainage, signing, and incidentals to construct the project.

**TEMPORARY PROTECTION and DIRECTION OF TRAFFIC:** The plans provided for a detour for eastbound traffic. We used the detour during most of the paving. The westbound traffic stayed on the main highway and was controlled by flagmen.

The detour plan was followed except for addition of eleven regulatory (black and white) speed signs. We were given authority by the Speed Control Board to limit the speed to 35 MPH when the detour was in use. The speed signs were covered at night and other times when the detour was not being used.

We
[illegible]

On future projects that have a planned detour, the posted speed should be evaluated for safety with the increased traffic volumns. If a change is necessary, the authority for a change in speed limit should be obtained by the Design staff and the signs should be included in the plans. Furthermore, a comparison should be made between the effectiveness of changing the speed limit frequently by covering and uncovering the signs or leaving the signs uncovered until they are no longer needed.

PAVING (Plant): The contractor used a small batch plant (150 TPH) and a medium size drum dryer (250 TPH) which usually ran concurrently. We required the crushing to be the same for both plants, two seperate size stockpiles rather than the one size commonly used for drum dryers.

The production of mix with two plants went fairly well, but the testing was very difficult. The mix from both plants went into a common silo. We were unable to differentiate the mix from one plant or the other on the street or in the trucks. This forced us to test the mix prior to it's entrance into the silo. It was much more difficult than usual to obtain a representative sample.

We also had difficulty determining the liquid asphalt percentage, by tank stickings. There were three reasons for this. First, there was no accurate way to determine how much of the total mix was produced by each plant. Second, the asphalt deliveries were not carefully segregated according to which plant they were delivered to. Third, the liquid asphalt for tack coat was taken from one of the production tanks. Itwas not carefully recorded whether the tack asphalt was taken before or after a tank sticking.

Although we would prefer to require a contractor to use only one asphalt plant, doing so might prohibit some small producers from bidding larger overlay projects. Some additional specifications are needed to insure a quality product. They ar as follows:

Additional Specifications for Multiple Mixing Plants.

1. All aggregates shall be produced to the same specifications and in the same number of stockpiles.
2. The mixing plants shall be equipped with approved mechanical sampling devices to sample each mix prior to blending.
3. The mix from each plant shall be seperately weighed with certified truck scales, belt scales, batch plant accumulators, or other approved means of recording production rates and daily totals.
4. The liquid asphalt shall be used from seperate storage tanks and each plant shall be equipped with a certified flow meter or batch plant liquid asphalt accumulator. Storage tanks shall be on scales.
5. Asphalt deliveries shall not be split between the tanks unless initial, intermediate, and final weights are determined.
6. Each plant shall conform to the mix design tolerances and shall be within mix tolerances of each other.

PAVING (Laydown): The paving laydown went quite well. The paving went smoothly and there were very little compactio problems. The overall ride quality of this sectio was substantially improved.

SEAL and RESURFACE STRUCTURES: The contractor requested and was granted a price agreement to allow the use of W.R. Grace Bituthene 5000 membrane system as a waterproofing option. They used this membrane with success. The materi is fairly easy to apply and is quite strong and resistant to damage during paving.

EXCAVATE and RESURFACE BRIDGE ENDS: This operation went well with the exception of on day when the C.T.B. plant broke down. The contractor filled the excavation with base rock and put an oil shot on it to carry traffic over the weekend.

Narrative Report
Golf Club Rd.-E. Stayton Intch.
Contract 9354
December 1982
page four

REALIGN and RECONSTRUCT RAMP CONNECTIONS:

The ramp intersections with the North Santiam highway at the Stayton-Sublimity interchange were realigned in conformance with the plans.

Additionally, the eastbound off-on ramp at this interchange was realigned and resurfaced at it's intersection with the Stayton-Sublimity highway. This required a price agreement to document and pay for this work.

GUARDRAIL REMOVAL and REPLACEMENT:

The contractor added new posts and adjusted the guard rail and anchors. They drove the new posts, fastened the guard rail to them, replacing damaged rail members as required. They then pulled the old posts, partially filled the holes, and drove them to the new grade. The Type II ahcors were adjusted rather than replaced. anchors

## STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Golf Club Rd.-E. Stayton Intch.
Highway: North Santiam
County: Marion

Contract No.: 9354
Prefix: 124-1063
F.A. No.: F-47(14)

| ITEM | UNIT | ORIGINAL AMOUNT | SEMIFINAL AMOUNT | ± % |
|---|---|---|---|---|
| Bid Items | $ | 782,415.40 | 782,198.60 | 0 |
| Anticipated | $ | 42,550.00 | 11,926.00 | -72 |
| Contingencies | $ | 37,123.44 | 26,742.03 | -28 |
| Engineering | $ | 74,246.89 | 72,000.00 | -3 |
| Penalty for non-spec. compaction & gradation B.I. 12 | | | - 3,356.00 | |
| TOTAL | | $936,335.73 | $889,510.63 | -5% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

| | | | | | |
|---|---|---|---|---|---|
| B.I. #3 | Temporary Signs<br>Bid item was increased by PA #2 for speed signs. | Sq Ft | 735 | 1292.5 | +76 |
| B.I. #4 | Temporary Barricades<br>Work schedule required fewer barricades than anticipated. | Each | 14 | 7 | -50 |
| B.I. #5 | Flagmen<br>Additional flagging required for public safety and convenience. | Hour | 500 | 1264 | +153 |
| B.I. #6 | Pilot Car<br>Additional hours not required. | Hour | 170 | 114.5 | -33 |
| B.I. #8 | General Excavation<br>Additional excavation caused by variable widths and overexcavation at bridge 8069 and 8070. | Cu Yd | 1636 | 1967.3 | +20 |
| B.I. #9 | Aggregate Shoulders<br>Existing slopes too steep for placement to full width. | Ton | 3610 | 2680.44 | -26 |
| B.I. #10 | C.T.B. Mixture<br>See bid item number 8. | Ton | 2800 | 3273.14 | +17 |
| B.I. #12 | Class B A.C.<br>Some cross slope leveling incorporated into the baselift. | Ton | 22,500 | 26,786.62 | +19 |
| B.I. #13 | Class B A.C. in Leveling<br>See bid item number 12. | Ton | 5800 | 3686.15 | -36 |
| B.I. #14 | Asphalt Cement in Mix<br>All required to comply with mix design. | Ton | 1840 | 1554.2 | -16 |

page two
Statement of Over/Underruns
Contract 9354
Golf Club Rd.-E. Stayton Intch.

| | | | | | |
|---|---|---|---|---|---|
| B.I. #16 | Asphalt in Tack<br>Design quantity in error. | Ton | 40 | 74.23 | +86 |
| B.I. #20 | Guardrail Anchors<br>Type 2<br>Existing anchors were used - no new needed. | | 4 | 0 | -100 |
| PA #1 | O.J.T.<br>All hours available the trainee position. | Hour | 800 | 134.0 | -84 |

9354

bc: Sec. of State - The attached claim was filed directly with you. Please advise us of your filing date and number on the enclosed copy of this letter.

December 28, 1982

AGC-Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

CON 5
#9354

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

This will acknowledge your letter dated December 9, 1982, addressed to U.S. Fidelity and Guaranty Company with attached Notice of Claim from AGC-Operating Engineers Local 701 Trust Funds concerning the following Highway Division contract:

| | |
|---|---|
| FILED BY: | AGC-Operating Engineers Local 701 Trust Funds |
| AMOUNT: | $344.40, plus liquidated damages of $39.03 and interest |
| FOR: | Fringe benefits due employees of Bogart Construction Co. |
| AGAINST: (Prime Contractor) | North Santiam Sand & Gravel, Inc. |
| CONTRACT NO. | 9354 |
| PROJECT: | Work on Golf Club Road-East Stayton Interchange Section of North Santiam Highway in Marion County |
| SURETY: | United States Fidelity and Guaranty Co. |
| AGENT: | A. G. Sadowski Company |

We note that you have filed this claim directly with the contractor, surety and the Secretary of State.

Please advise this office when the claim has been paid.

Sincerely,

Je 12/28/82 ✓

Robert W. Gormsen
COMMISSION SERVICES

cc: North Santiam Sand & Gravel, Inc.
P. O. Box "A"
Stayton, OR 97383

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

A. G. Sadowski Company, 1605 Liberty St., SE, Salem, OR 97302

**AGC-OPERATING ENGINEERS TRUST FUNDS**

ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 336 011 635

December 9, 1982

U. S. Fidelity & Guaranty Co.
PO Box 3459
Portland, Oregon 97208

Re: Project: OSHD #9354 - Golf Club Road - East Stayton Interchange
General: North Santiam Sand & Gravel, Inc.
Surety: U. S. Fidelity & Guaranty Co.
Subcontractor: Donald J. Bogart dba Bogart Construction Co.
Bond No: 63-0120-10585-81

Gentlemen:

Enclosed you will find a Notice of Claim regarding the above project. Copies of the Claim have been mailed to the Secretary of State, Oregon Department of Transportation, North Santiam Sand & Gravel, Inc. and Donald J. Bogart dba Bogart Construction Co.

This claim is subject to revision upon verification that all certified payrolls for this project on Donald J. Bogart dba Bogart Construction Co., have been submitted to the Oregon Department of Transportation.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
Enclosures
cc: Delinquency Committee
Jerome B. Buckley, Jr.
Donald J. Bogart dba Bogart Construction Co. RRR#336011634
North Santiam Sand & Gravel, Inc. RRR#P336011633
✓Department of Transportation RRR#P336011632
Secretary of State RRR#P336011631

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I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

*Employer Trustees*
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

*Union Trustees*
DEAN WEAR, *Secretary*
AL BOOTH, *Vice Secretary*
GEORGE CAMPBELL
MORRIS S JACOBS

AGC
Oregon-Columbia
Chapter

1208 S W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS P.O BOX 4668, PORTLAND, OR 97208

**CERTIFIED MAIL**

**RETURN RECEIPT REQUESTED**

**# P 336 011 632**

# NOTICE OF CLAIM
# ON
# PUBLIC WORKS BOND

TO: State of Oregon
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of DONALD J. BOGART dba BOGART CONSTRUCTION CO., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of THREE HUNDRED FORTY FOUR and 40/100ths DOLLARS, ($344.40) contributions, together with liquidated damages of THIRTY NINE and 03/100ths ($39.03) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about , bond no. 63-0120-10585-81 on which NORTH SANTIAM SAND & GRAVEL, INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and UNITED STATES FIDELITY & GUARANTY CO, is the surety, for that project known as CONTRACT NO. 9354, GOLF CLUB ROAD - E. STAYTON INTERCHANGE., Lane County, Oregon.

DATED: December 9, 1982.

G & B Management Services, Inc.

Gary Harrison

Gary Harrison, SEcty/Treas.
Administrator, AGC-Operating
Engineers Local 701 Trust Funds
PO Box 4668
Portland, Oregon 97208

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CON [illegible] ICES
DEPARTMENT OF TRANSPORTATION

*Subject to revision

## OPERATING ENGINEERS EMPLOYERS TRUST FUNDS

## SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNT - PER CERTIFIED PAYROLLS

Bogart Construction Company

OSHD 9354 - Golf Club Rd. -
E. Stayton Interchange

| | | 1982 | |
|---|---|---|---|
| | | July | Total |
| Total Def. Hours | | 82.0 | 82.0 |
| Contributions: | | | |
| H & W | @$1.58 | $129.56 | $129.56 |
| Pension | @ 1.47 | 120.54 | 120.54 |
| Training | @ .10 | 8.20 | 8.20 |
| CIAF | @ .05 | 4.10 | 4.10 |
| Vacation | @ 1.00 | 82.00 | 82.00 |
| Sub Total | | $344.40 | $344.40 |
| Liquidated Damages | | 39.03 | 39.03 |
| *Interest | | 13.60 | 13.60 |
| Total | | $397.03 | $397.03 |

*Interest was calculated at 12% per annum for each delinquency through December 20, 1982.

RECEIVED
DEC 14 1982
COMM[illegible]ICES
DEPARTMENT OF TRANSPORTATION

9354

L.

CON 5

**DATE:** October 20, 1982

**TO:** Dale E. Wilken, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey, P.E., P.L.S.
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. F-47(14)

Contract 9354, Work Completed October 7, 1982

Project Golf Club Road-E. Stayton Intchge.

Highway North Santiam

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

Dale E. Wilken
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

9354

2.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 4, 1982

Ms. Vera Flanagan
17142 Fern Ridge Road
Stayton, OR 97383

Dear Ms. Flanagan,

Thank you for the note regarding the delineation at Fern Ridge Road. If any further problems arise, please feel free to contact us again. Your concerns are sincerely appreciated.

Yours truly,

David R. Weaver, P.E.
REGION 2 TRAFFIC OPERATIONS SUPERVISOR

DRW/SQH

bc: W. E. Schwartz

**NOTED**
**W. E. SCHWARTZ**

RECEIVED
STATE HWY ENGR
OCT 5 '82
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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| | | | | | | |

9354

April 21, 1982

CON

Vera Flanagan
17142 Fern Ridge Road
Stayton, Oregon 97383

It is my understanding that the Regional Traffic Operations Supervisor met with you on the evening of April 2 and discussed signing, striping and illumination policies with you.

On Monday, April 5, an arrow was painted for eastbound to northbound traffic at the channelization point of Fern Ridge Road. It will probably be late summer before the delineation posts are installed in the northeast gore area as was discussed with you.

If you have further concerns for the scheduling of this work, please contact the Region Traffic Operations Supervisor at 378-2626 or 1-800-452-7813, Extension 82626.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

DRW:bah st

bc: David R. Weaver

Vera Flanagan
17142 Fern Ridge Rd.
Stayton, OR. 97383

March 29, 1982

W.E. Schwartz
Assistant State Highway Engineer

Dear Mr. Schwartz;

Thank you for responding to my letter. And for investigating the situation.

But did you really try to find Fern Ridge Road in the dark? Yes, there is "adequate signing and delination"in daylight. But not at night.

I do hope the striping crew can soon do its work as promised.

At the risk of belaboring a subject, I fear you did not get my point when I mentioned the lights at Golf Club Road. I don't argue about the need there. I question the need for so many.

There are even lights at the intersection of Old Mehama Road and Highway 22, which carries even less traffic than Fern Ridge, I'm quite sure.

We can't help but feel Fern Ridge Road residents are being neglected. Or worse, discriminated against. Why are all the intersections of Highway 22 between Stayton and Salem favored over Fern Ridge Road?

Your letter didn't really give satisfactory answers.

Sincerely,

Vera Flanagan

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STATE HWY ENGR

APR - 1 '82

REFER TO

FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | X | | | | |

9354 8-19-82 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-47(14)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10170

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/15/82
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Secondary 162

10. GENERAL LOCATION:
Golf Club Road - East Stayton Interchange Section

11. GENERAL DESCRIPTION OF WORK
Salvage and reinstall mile point markers and posts.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approved the advance authorization date of 6/15/82 as requested in Mr. Keasey's letter of 8/4/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $288 Federal Funds $254.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO Mohrig
FOR
Info Inv. R/D D R Sign Act File

14. DATE 8/19/82
15. SIGNATURE OF APPROVING OFFICIAL G K Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9354

L,

CON

March 18, 1982

Vera Flanagan
17142 Fern Ridge Road
Stayton, OR 97383

Your letter to Fred Miller expressing concern for the safety and efficiency of the intersection of Fern Ridge Road with Highway 22 east of Stayton was referred to our Region Office for investigation and analysis.

Our investigation shows that adequate signing and delineation are in place to identify the location of Fern Ridge Road. This section of highway is currently under construction, and the striping which exists is only temporary and has worn over the winter. This will be re-marked when the striping crew scheduling and weather permits.

Your comments about the flashing beacons and illumination at Golf Club Road further west were appropriate. That intersection handles considerably more traffic and the accident potential is greater than Fern Ridge Road. Therefore, the additional control devices in this area are warranted.

I believe that when the project is completed and the permanent pavement striping is in place, you should find Fern Ridge Road is much easier to locate in the darkness.

W. E. Schwartz
Assistant State Highway Engineer

bc Fred D. Miller
H. S. Coulter
C. O. Fredrickson

DRW/bah WES/ia

STATE OF OREGON
Highway Division 378-2626

# INTEROFFICE MEMO

DATE: March 8, 1982

TO: H. S. Coulter, P.E.
STATE HIGHWAY ENGINEER

FROM: David R. Weaver, P.E. David R Weaver
REGION TRAFFIC OPERATIONS SUPERVISOR

SUBJECT: Rough Draft

Attached is a rough draft for your consideration for response to Ms. Vera Flanagan. The intersection she refers to has left-turn channelization, striping is in fair shape, and the existing signing is in proper position and good condition. One reflector was missing. During the time period 1-1-77 through 6-30-81 there were two accidents within 500 feet of this intersection. From the accident listings it would not appear that either accident was caused by intersection deficiency or lack of adequate notice that this was Fern Ridge Road.

DRW/bah

RECEIVED
STATE HWY ENGR
MAR 16 '82
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Vera Flanagan
17142 Fern Ridge Rd.
Stayton, OR. 97383

February 24, 1982

Fred Miller
State Director
Transportation Dept.

Dear Mr. Miller;

When it's dark is is difficult to turn onto Fern Ridge Road from Highway 22 at Stayton. It is hard to find the road. My neighbors and I agree the intersection really needs a light. But reflectors would help. Anything to show us where the road is.

It is scary to turn and discover the road isn't where you thought it was.

It is obvious that the intersection at the golf course has an extra road. But it's not so obvious why that merits about a dozen lights when one at Fern Ridge would cost too much. Were all the available funds for the area spent at that one intersection?

Neighbors tell me they've been told there has to be an accident before we can get some action. I can't believe that someone has to be hurt or perhaps killed before a few reflectors can be placed.

Can you investigate this dangerous situation? I'd certainly appreciate being able to find my way home from church in Salem after dark.

Very sincerely,

Vera Flanagan

RECEIVED
STATE HWY ENGR
FEB 26 '82
REFER TO Fred Dickson
FOR

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DOT DIRECTOR
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REFER TO Coulter
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9354

124-1063

162

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Stoudenmeyer
DESIGN ENGINEER SUPERVISOR

DATE: November ~~12~~ 19, 1981

FROM: G. W. Wimer
REGION II CONSTRUCTION ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
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RECEIVED
NOV 13 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

SUBJECT: Striping plan
Golf Club Road - East Stayton Interchange
North Santiam Highway
Contract 9354

Although the construction plans call for a 4' median island from station 770 to 803+50, I recommend that we simply stripe a double yellow through this area and forego the 4' median. This eliminates the problem of changing the paving machine width for this one short section. The alternative to changing the paving machine width is to leave a 4' trough for later paving. It also eliminates the problem of the narrow structure width protruding to the edge of the travel lanes.

Concur with eliminating 4' median. Use yellow stripe and

If you agree, please call and advise as soon as possible so that we might properly instruct the contractor in how to pave the area. True, he is contractually obligated to pave according to the striping plan. However, he will not object to the elimination of the narrow median island that complicates the striping, paving and effectively blocks the shoulder.

Reducing the traffic lanes to 12' in these channelized areas would further facilitate the paving inasmuch as the contractor could then simply continue to pull a 12' panel straight through and then drop back and pull a 10' shoulder straight through and eliminate unnecessary transverse joints and the problem of paving a narrow shoulder.

No

This office will not continue to press for the narrowing of channelized traffic lanes to 12' on this section, but did want to point out the problems of constructing the wider lanes and the added expense. We would attempt to secure a price reduction from our contractor if you did agree to 12' lanes.

GWW/cal

cc: C. T. Keasey
L. E. George
Dick Nelson

STATE OF OREGON

# INTEROFFICE MEMO

DATE: November 6, 1981

TO: Don Stoudenmeyer
Design Engineer Supervisor

FROM: C. T. Keasey C T Keasey
Assistant State Highway Engineer

SUBJECT: Preliminary Striping Plan
Golf Club Rd.-E. Stayton Interchange
North Santiam Highway

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NOV 06 1981
ROAD DESIGN SECTION

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We have reviewed the proposed striping plan for the subject section and it appears to be satisfactory.

11-16-81

as noted.

[illegible] as per region letter (attached)
Nov 16 [illegible] & D.E.'s Nov 6 81 (attached)
[illegible] Kd revisions above*
[illegible] / [illegible]

CTK:fr

Reg. Rev.
D.E.-Rev.
Constr.-OK
Traffic OK

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Stoudenmeyer
DESIGN ENGINEER SUPERVISOR

DATE: November 6, 1981

FROM: Richard A. Kuehn Richard Kuehn
DISTRICT III ENGINEER

SUBJECT: Preliminary Striping Plan
Golf Club Rd. - E. Stayton Interchange
North Santiam Highway

My only comment concerns the exit ramps at East Stayton Interchange. Shouldn't they be striped like Figure 8 in the Traffic Line Manual?

RAK:jms

cc: Region Office

RECEIVED
NOV 09 1981
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
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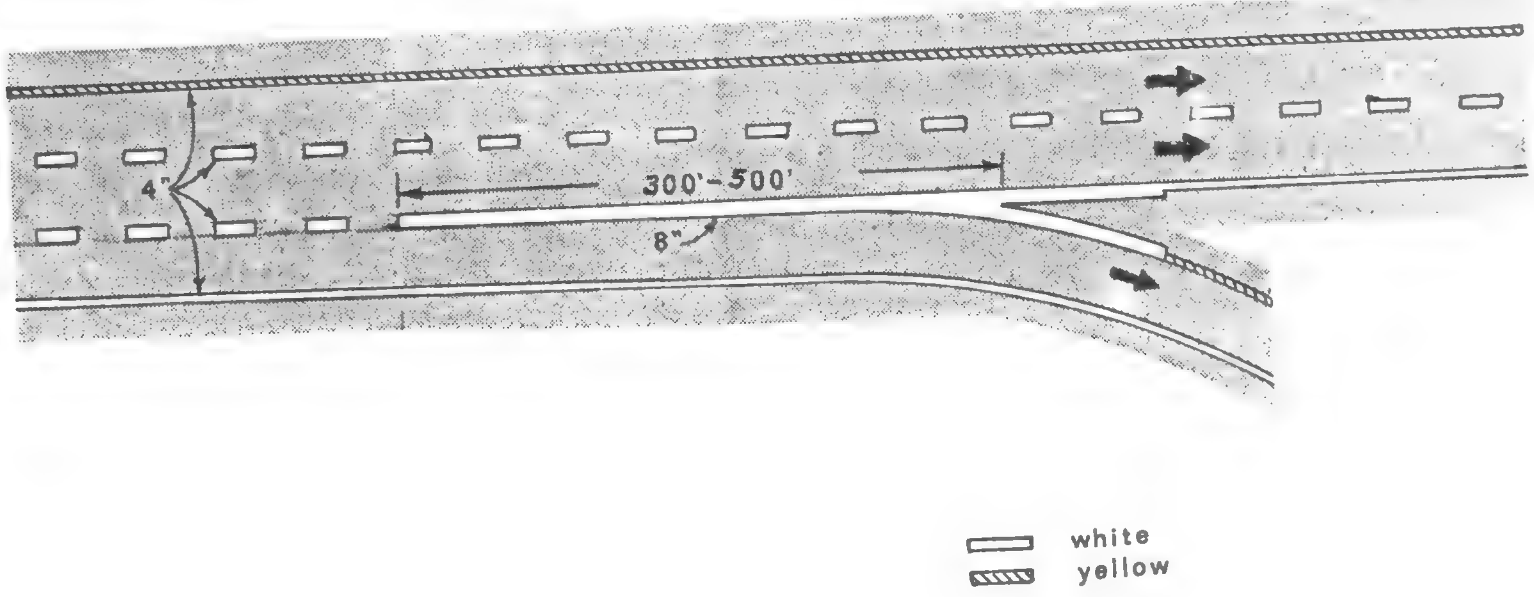
Do Not File ☐
Return To
Bring Up / /
Action

John
Ken, as per this letter


4"
300'-500'
8"
white
yellow

EXIT RAMP WITH LANE DROP

Figure 8

9354

STATE COPY

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | STATE<br>Oregon |
|---|---|---|
| 10-84 | FEDERAL-AID PROJECT AGREEMENT | COUNTY<br>Marion |
| | 10-9-81 | PROJECT NO.<br>F-47(14) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Golf Club Rd.-E. Stayton Interchange

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-26-81 | 3.710 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $922,461.00 | $813,426.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec.Asst.to State Highway Engineer
*(Title)*

XXXXFor: H.S. Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

FOR: Dale E. Wilken

Date executed by Division Administrator OCT 9 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen f.i.

Oregon State Highway Division
Salem, Oregon October 5, 1981

Federal Aid Project
No. F-47(14)

Golf Club Rd.-E. Stayton Interchange Sec.
N. Santiam Hwy.
Marion County

## PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 720+00 to Sta. 916+00)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 68,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 9,000.00 |
| Temporary Signs | 735 Sq. Ft. | 4.00 | 2,940.00 |
| Temporary Barricades | 14 Each | 50.00 | 700.00 |
| Flagmen | 500 Hour | 22.00 | 11,000.00 |
| Pilot Car | 170 Hour | 1.00 | 170.00 |
| Removal of Structures and Obstructions | | All Required | 500.00 |
| General Excavation | 1,636 Cu. Yd. | 5.00 | 8,180.00 |
| Aggregate Shoulders | 3,610 Ton | 5.00 | 18,050.00 |
| Cement Treated Base Mixture | 2,800 Ton | 7.50 | 21,000.00 |
| Portland Cement in CTB Mixture | 154 Ton | 74.00 | 11,396.00 |
| Class "B" Asphalt Concrete Mixture | 22,500 Ton | 9.40 | 211,500.00 |
| Class "B" Asphalt Concrete Mixture in Leveling | 5,800 Ton | 9.40 | 54,520.00 |
| Asphalt Cement in Mixture | 1,840 Ton | 165.00 | 303,600.00 |
| Membrane Waterproofing | 810 Sq. Yd. | 13.00 | 10,530.00 |
| Asphalt in Tack Coat | 40 Ton | 191.00 | 7,640.00 |
| 12-inch Culvert Pipe | 24 Lin. Ft. | 22.50 | 540.00 |
| Guard Rail, Type 2A | 5,138 Lin. Ft. | 6.30 | 32,369.40 |
| Guard Rail Anchors, Type 1 | 11 Each | 250.00 | 2,750.00 |
| Guard Rail Anchors, Type 2 | 4 Each | 350.00 | 1,400.00 |
| Rail End Pieces, Type C | 11 Each | 80.00 | 880.00 |
| Extra for Asphalt Approaches | 11 Each | 250.00 | 2,750.00 |
| Delineators, Type 2 | 95 Each | 20.00 | 1,900.00 |
| Delineators, Type 3 | 40 Each | 20.00 | 800.00 |
| Delineators, Type 4 | 15 Each | 20.00 | 300.00 |
| | | | $782,415.40 |

## Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 3,500.00 |
| Temporary Pavement Striping | All Required | 2,000.00 |
| Roadside Seeding & Mulching | All Required | 31,000.00 |
| On-the-job Trainees (1-1,000 hrs. @ $0.80) | All Required | 800.00 |
| | | $ 37,550.00 |
| | SUBTOTAL | $819,965.40 |
| | Engineering | 102,495.60 |
| | TOTAL | $922,461.00 |

Length of Project ------------- 3.710 miles
Cost of Roadway Per Mile ------$248,641.77

## Retained in Program Status

| | | |
|---|---|---|
| Detour Road Restoration | All Required | $ 5,000.00 |

| | |
|---|---|
| Federal Funds 88.18% --------------- | $813,426.00 |
| State Funds ------------------------ | 109,035.00 |
| TOTAL | $922,461.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9354 |
| Prefix | 124-1492 |
| Prefix | 124-1063 |

9354

8-26-81

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

# LETTER ~~OF~~ APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-47(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10170

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Secondary 162

10. GENERAL LOCATION:
Golf Club Road - East Stayton Interchange Section

11. GENERAL DESCRIPTION OF WORK
High type pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Temp. & Perm. Pavement Striping S.F. $5,500
Roadside Seeding & Mulching $500
Asphalt Cement Adjustment $31,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/24/81 request and certifying statements are accepted.

PS&E doucments for the subject project have been reviewed and are approved at a total estimated cost of $1,247,225 Federal Funds $1,099,803.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project.)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR
Info | Sign | Att | File

DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

M PR-1240 (12-79) PREVIOUS EDITIONS MAY BE USED

9354

162

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81

Donald L Daut

1/2

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION Golf Club Road-E. Stayton Intch
Highway North Santiam
County Marion Region II
Type of Work O'Lay Funds FA
State____ Consultant ____ Plans Avail.___Yes ___No

DOCUMENTS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | 2 Exc |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

PERMITS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

CULTURAL:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

NOISE:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ |

9354

L.

U.S. Department
of Transportation
**Federal Highway
Administration**

# Memorandum

THE OREGON DIVISION - SALEM

---

Subject: Oregon Project F-47(14)
Golf Club Rd. - E. Stayton Interchange Section
North Santiam Highway
Delineators

Date: July 14, 1981

From: Division Administrator

Reply to Attn. of: HFO.2-OR/F-47(14)

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Christensen's July 8, 1981 letter concerning the salvaging of delineators on the subject project has been reviewed.

The requirement for crediting this project with the value of salvaged delinators is eliminated due to the fact that costs likely to be incurred in monitoring and recording such an action could easily exceed the value (estimated at $84.00) of the salvaged material.

G. K. Hossner
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
JUL 16 '81
REFER TO
Christensen
7/17
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cc Christensen

EH

9354

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1981

In Reply Refer to
File No.:

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENG
JUL 9'81
REFER TO
FOR
Info Inves R/D D/R Sign Art

Re: Golf Club Rd.-
E. Stayton Intchge. Section
North Santiam Highway
Marion County

Dear Mr. Wilken:

We propose to require the contractor to remove the existing delineators and stockpile them in the Salem Maintenance Yard, 885 Airport Road.

The project will be credited in the amount of $0.06 per pound for the delineators. This sum was arrived at as follows:

1. Scrap value = $0.025 per pound
2. Extra cost to the contractor for hauling and stockpiling = $0.035

The estimated quantities and costs are:

Existing 150
Damaged 50
100 X 14 lb. X $0.06 = $84.00

Initially, the project will be credited for $84.00. The credit will be adjusted when the actual amount of material salvaged and stockpiled is determined.

Due to the minor amount involved in salvaging delineators we request that the requirement for crediting the project with the value of salvaged delineators be eliminated.

Very truly yours,
Duane O. Christensen
Acting Road Design Engineer

By: Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

LKW:rlr
cc: Norm Henry
C. O. Fredrickson
H. S. Coulter
E. S. Hunter
D. H. Moehring
R. L. Schroeder

Form 734-3122

9354

2,

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10170
Project No. F-47 (14)
Golf Club Rd.-E. Stayton Interchange Sec.
Marion County

Attached support data consists of PR-1 forms with project maps for the subject project.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1.

CL/lms
Attachments

cc: C. O. Fredrickson (Region 2)
General Files

Form 734 3122

9354

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

June 3, 1981

TO: H.S. Coulter
State Highway Engineer

D.E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Requests
5 Overlay Projects

Attached for your approval are project requests for 5 overlay projects:

1. Reedsport - Dean Creek Section, Umpqua Highway, Douglas County.
2. Golf Club Rd. - E. Stayton Interchange Section, N. Santiam Highway, Marion County.
3. Weston - Weston Mountain Section, West - Elgin Highway, Umatilla County.
4. Burnt Hill - Thomas Creek Section, Oregon Coast Highway, Curry County.
5. Geary Ranch - Green Springs Interchange Section, Lake of the Wood Highway, Klamath County.

These are projects requiring a minimum of time for P.S.&E. and it is planned that they would be submitted to the FHWA on or before August 1st with our request for obligation of the "20%" money.

For the most part these projects are fairly high on the statewide priority listing.

If you approve this request, we have drafted a letter to the Transportation Commission for your use.

KO:bkc
Attachments

letter not sent - will discuss concept w/ Commission - Will get formal approval if Feds give us money. -
HSC

Form 734-3122

The total estimated cost of $10,470,000 would be financed from Federal Aid Primary funds with State match of $1,238,000. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc

bc: F.B. Klaboe
R.W. Gormsen
D.G. Talbot
E.S. Hunter
R.N. Bothman
D.H. Moehring
C.T. Keasey
W.J. Hart
J.H. Versteeg
V.E. Skoog
E.L. Johnsen
Carl Nelson

GCR0001
2½ RESURF

# OREGON STATE HIGHWAY DIVISION
# PROJECT REQUEST

Date: 3/8/81

## A. IDENTIFICATION:

Proposed Section: Golf Club Road-East Stayton Intchge Region: 2
Highway: North Santiam St. Hwy. No. 162 M.P. 12.0 to M.P. 15.68 Length: 3.7
County(s): Marion (Attach Sketch Map)
Recommended Construction Date: ______ Proposed 6 YP ______
Method of Doing Work: Contract X St. Force ______ Other ______

## B. FINANCING

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing: ______

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐ ______

## C. ROADWAY & TRAFFIC

| | Width | | | | Structures | | Extg. Traffic (Year 79) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 2 | AC | AC | 0 | | | 4700 | | | |
| Proposed Facility: | | | | | | | | | | |

## D. DEFINE THE PROBLEM:
Existing pavement getting old and beginning to break up.

## E. PROPOSED SOLUTION:
Overlay entire width.

## F. REASON FOR REQUEST AT THIS TIME:
Placement on the 82-87 Six Year Plan for preservation

## G. COST ESTIMATE

| | |
|---|---|
| Roadway Work | $ 1,491,000 |
| R/W (Approx: No. of Parcels 0, Acres ___, Any Reloc. ___). | |
| Structures | |
| Other (Define) ______ | |
| Preliminary Engineering (By Whom) State | 30,000 |
| TOTAL | $ 1,521,000 |

## H. REQUESTED BY:
______ Region Engineer or Section Head

Approval/~~Disapproval~~ ______ State Highway Engineer Date 6/4/81

Remarks & Action Taken: on development

Approval/Disapproval ______ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ______

Form 734-1386 (3-78)

1981 NE 112th Ave.-NE 148th 9355
Ave. Sec. of Marine Dr.
(Grading and paving)

OHA 6637 11-27-78

9355

F

# STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

3-22-84

9355

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO. | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>March 22, 1984 | REPORT MADE BY<br>C.O.Fredrickson, Construction Engineer | | PROJECT NO.<br>RS-A662(1) |
| COMPLETION DATE<br>November 6, 1981 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>December 20, 1982 | TIME ELAPSED<br>12.5 % | CONTRACT TIME<br>25 CWD |
| APPROVED EXTENSIONS | LOCATION NE 112th Ave.-NE 148th Ave. Section of NE Marine Drive (FAU Route A662). | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO
Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

GM
4/3

1. Description of Improvement as Programed:

   A. Construct cement treated base (treated in place).

   B. Construct asphalt concrete pavement.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: R. A. Hatch Co.

3. Contract Amount: $396,116.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) ______________________

Title Acting Construction Engineer

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed By<br>T. P. LOWE<br>Thomas P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>3/26/84 | TITLE<br>Field Operations Engineer | DATE<br>3/30/84 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Consent Calendar
9 (a)

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: March 4, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NE 112th Ave.-NE 148th Ave. Section
NE Marine Drive Highway, Multnomah County
Contract No. 9355

This federal-aid Rural Secondary project was completed in November, 1981 and accepted by the Highway Division on December 20, 1982. Final costs exceeded the project authorization by $25,000.00 or 5.55 percent.

The main cause of the overrun was additional aggregate and cement in the treated base which was placed on a greater area than was provided for in estimating the project quantities. The overrun of these items added nearly $24,000 to the cost of the project. Other minor deviations from the planned quantities accounted for the remainder of the overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $25,000.00 to a new total of $475,556.41. This matter will be on the consent calendar for the March 15 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

9355

**STATE OF OREGON** **INTEROFFICE MEMO**
Highway Construction 378-6318 FILE: CON 5

**TO:** W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer **DATE:** February 28, 1983

**FROM:** O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

**SUBJECT:** Request for Increase in Project Authorization
NE 112th Ave.-NE 148th Ave. Section
NE Marine Drive Highway, Multnomah County
Contract No. 9355

NOTED
H.S. COULTER

This federal-aid Rural Secondary project was completed in November, 1981 and accepted by the Highway Division on December 20, 1982. Final costs exceeded the project authorization by $25,000.00 or 5.55 percent.

The main cause of the overrun was additional aggregate and cement in the treated base which was placed on a greater area than was provided for in estimating the project quantities. The overrun of these items added nearly $24,000 to the cost of the project. Other minor deviations from the planned quantities accounted for the remainder of the overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $25,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Richard J. Westrup
Mike Smith
R. D. Church
D. E. Swan

9355

D

January 12, 1983

Industrial Indemnity Company
Attention: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9355

Gentlemen or Ladies:

On December 23, 1982, we wrote to you concerning release of final payment on Contract No. 9355 awarded to R. A. Hatch Co., for work on N.E. 112th Avenue-N.E. 148th Avenue in Multnomah County.

Final payment on this contract is $9,547.63 and the total contract amount is $434,201.13. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9355 1-3-83 file

# REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cascade Const. Co., Inc.<br>No. 9308 | W. Fork Dairy Cr.-Tillamook Jct.<br>Washington County | December 3, 1982 |
| Nelson-Deppe, Inc.<br>No. 9302 | Austin Jct. Project<br>Grant County | December 3, 1982 |
| Ontario Asphalt Paving Co.<br>No. 9265 | Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa)<br>Malheur County | December 7, 1982 |
| Ajax Elec. Co., Inc.<br>No. 9409 | Pac. Hwy. W. @ SW 78th Ave. (Tigard)<br>Washington County | December 7, 1982 |
| Eucon Corp. of Idaho<br>No. 9434 | Juniper Canyon Rd.-Lexington/Echo Hwy.<br>Morrow County | December 8, 1982 |
| Hamilton Electric, Inc.<br>No. 9336 | Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem)<br>Marion County | December 8, 1982 |
| Bracelin-Yeager Excavating<br>No. 9261 | Powers Wayside<br>Coos County | December 8, 1982 |
| JAL Construction, Inc.<br>No. 9479 | Ochoco Cr.-Barnes Butte Rd.<br>Crook County | December 10, 1982 |
| Suomi Enterprises, Inc.<br>No. 9425 | Baldock Safety Rest Area<br>Clackamas County | December 17, 1982 |
| Select Contractors, Inc.<br>No. 9473 | Region 3 (6 cities Pavement Marking Project)<br>Douglas & Jackson Counties | December 17, 1982 |
| Howard Logsdon Logging<br>No. 9478 | Ukiah Rock Production<br>Umatilla County | December 17, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R.J. Taggard Const., Inc.<br>No. 9471 | Canyonville Rock Production<br>Douglas County | December 17, 1982 |
| Kniestadt & Sons<br>No. 9433 | Blackhorse Cr. (Lexington) Br.<br>Morrow County | December 20, 1982 |
| R. A. Hatch Co.<br>No. 9355 | NE 112th Ave.-NE 148th Ave.<br>Multnomah County | December 20, 1982 |
| Swanston Equipment Co.<br>No. 9426 | Col. Co. Pavement Marking #2<br>Columbia County | December 22, 1982 |
| Angell Asphalt & Aggregate, Inc.<br>No. 9370 | Reedsport-Dean Creek<br>Douglas County | December 22, 1982 |
| Select Contractors, Inc.<br>No. 9428 | Marion Co. Pavement Marking #2<br>Marion County | December 22, 1982 |
| Eugene Sand & Gravel,Inc.<br>No. 9475 | Poterf Cr.-Poodle Cr.<br>Lane County | December 22, 1982 |
| Bayview Transit Mix,Inc.<br>No. 9494 | 19th St.-Astor Column (Astoria)<br>Clatsop County | December 23, 1982 |
| Morse Bros., Inc.<br>No. 9411 | SPRR X'ing.-Lebanon Ditch<br>Linn County | December 23, 1982 |
| H20 Blasters, Inc./H20 Contractors, Inc.<br>No. 9463 | Willamette River (Oregon City Arch) Bridge<br>Clackamas County | December 28, 1982 |
| A & R Const., Inc. dba Laco Const. Co.<br>No. 9398 | Willow Creek Bridges<br>Malheur County | December 28, 1982 |
| Hyland Bros. Const., Inc.<br>No. 9417 | Springfield Downtown Transit Station<br>Lane County | December 29, 1982 |
| Hamilton Electric, Inc.<br>No. 9129 | Division St. NE-Trade St. SE (Salem)<br>Marion County | December 29, 1982 |
| Halcyon Painting<br>No. 9496 | SPRR O'Xing (Albany)<br>Linn County | December 29, 1982 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Douglas S. Coats, Inc.<br>No. 9325 | NW 2nd St.-Old Oregon Trail Hwy.<br>Malheur County | December 30, 1982 |
| Sims Electric, Inc.<br>No. 9408 | E. 1st St. @ E. Revere St. (Bend)<br>Deschutes County | December 30, 1982 |

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9355

**STATE OF OREGON** Contract Payments 378-6594

**INTEROFFICE MEMO** FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 20, 1982

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

| | | | |
|---|---|---|---|
| Contract | 9355 | On Site Work Substantially Completed | November 6, 1981 |
| All Work Completed | May 13, 1982 | | |
| Project | NE 112th Ave.-NE 148th Ave. | | |
| Highway | FAS A662 | | |
| County | Multnomah | | |
| Type of Work | Grading and Paving | | |
| Contractor | R. A. Hatch Co. | | |

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

Noted
RW Gormsen

12.23.82
Surety written

Contains Recycled Materials

9355

4

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>6-36 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>MULTNOMAH |
| MODIFICATION NUMBER<br>2 | May 28, 1982 | Project Number<br>RS-A662(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 19 79,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 504,194.00 | $ 552,000.00 |
| Federal funds | $ 443,268.00 | $ 485,424.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in Construction Costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of May, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON May 26, 1982

FEDERAL AID PROJECT
NO. RS-A662(1)

N.E. 110TH AVE.-N.E. 148TH AVE. SECTION
MARINE DRIVE (COUNTY ROAD)
MULTNOMAH COUNTY

## REVISED PROJECT AGREEMENT ESTIMATE

### TYPE CODE PE
### PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 55,000.00 |

### TYPE CODE 6201
### Roadway (Sta. 384+13.44 E.C. to Sta. 476+00)

| | |
|---|---|
| Subtotal of previous estimate of October 5, 1981 | $395,766.00 |

Previous Estimate

| | | | | |
|---|---|---|---|---|
| Watering | 200 | M-Gal | 40.00 | $ 8,000.00 |
| 1"-Aggregate Base | 2,750 | Ton | 10.00 | 27,500.00 |
| Cement Treated Base | 35,800 | Sq. Yd. | 1.00 | 35,800.00 |
| Cement for Treated Base | 1,115 | Ton | 75.00 | 86,625.00 |
| Class "B" or "C" Asphalt Conc. Mix | 7,500 | Ton | 15.00 | 112,500.00 |
| Asphalt Cement in Mixture | 415 | Ton | 180.00 | 74,700.00 |
| Guard Rail, Type 2A | 218 | Lin. Ft. | 12.00 | 2,616.00 |
| Extra for Asphalt Concourses | 250 | Sq. Yd. | 7.00 | 1,750.00 |
| | | | | $349,491.00 |

Revised Estimate

| | | | | |
|---|---|---|---|---|
| Watering | 246 | M-Gal | 40.00 | $ 9,840.00 |
| 1"-0 Aggregate Base | 3,027 | Ton | 10.00 | 30,270.00 |
| Cement Treated Base | 40,075 | Sq. Yd. | 1.00 | 40,075.00 |
| Cement for Treated Base | 1,380 | Ton | 75.00 | 103,500.00 |
| Class "B" or "C" Asphalt Conc. Mix | 7,894 | Ton | 15.00 | 118,410.00 |
| Asphalt Cement in Mixture | 434 | Ton | 180.00 | 78,120.00 |
| Guard Rail, Type 2A | 412 | Lin. Ft. | 12.00 | 4,944.00 |
| Extra for Asphalt Concourses | 473 | Sq. Yd. | 7.00 | 3,311.00 |
| | | | | $388,470.00 |

| | |
|---|---|
| Increase | $ 38,979.00 |
| Subtotal | 434,745.00 |
| Engineering | 62,255.00 |
| TOTAL | $497,000.00 |

Length of Roadway ---------------- 1.740 miles
Cost of Roadway Per Mile --------- $285,632.18

## SUMMARY OF FUNDS

| DESCRIPTION | PRO RATA | TOTAL COST | FEDERAL FUNDS | STATE FUNDS | COUNTY FUNDS |
|---|---|---|---|---|---|
| Prel. Engineering | (85.77) | $ 55,000.00 | $ 47,170.00 | $ 3,915.00 | $ 3,915.00 |
| Roadway | (88.18) | 497,000.00 | 438,254.00 | 29,373.00 | 29,373.00 |
| TOTAL | | $552,000.00 | $485,424.00 | $33,288.00 | $33,288.00 |

Group 1 - 100%
Prefix: 526-1954
Prefix: 526-1042
Contract No. 9355

STATE COPY

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER
10-61

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-9-81

State
Oregon

County
Multnomah

Project Number
RS-A662(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 1979, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 55,000.00 | $ 504,194.00 |
| Federal funds | $ 47,170.00 | $ 443,268.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 1981.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec.Asst. to State Highway Engineer
*(Title)*

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Grafic

Oregon State Highway Division
Salem, Oregon October 5, 1981

Federal Aid Project
No. RS-A662(1)

N.E. 110th Ave.-N.E. 148th Ave. Section
Marine Drive (County Road)
Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 55,000.00 |

Type Code 6201
Roadway (Sta. 384+13.41 E.C. to Sta. 476+00)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 10,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 10,000.00 |
| Temporary Signs | 200 Sq. Ft. | 5.00 | 1,000.00 |
| Flagmen | 450 Hour | 10.00 | 4,500.00 |
| Watering | 200 M-Gal. | 40.00 | 8,000.00 |
| 1"-0 Aggregate Base | 2,750 Ton | 10.00 | 27,500.00 |
| Cement Treated Base | 35,800 Sq. Yd. | 1.00 | 35,800.00 |
| Cement for Treated Base | 1,155 Ton | 75.00 | 86,625.00 |
| Asphalt in Chip Seal | 38 Ton | 210.00 | 7,980.00 |
| Aggregate in Chip Seal | 215 Cu. Yd. | 15.00 | 3,225.00 |
| Class "B" or Class "C" Asphalt Concrete Mixture | 7,500 Ton | 15.00 | 112,500.00 |
| Asphalt Cement in Mixture | 415 Ton | 180.00 | 74,700.00 |
| Asphalt in Tack Coat | 8 Ton | 300.00 | 2,400.00 |
| Setting Monument Boxes | 12 Each | 50.00 | 600.00 |
| Guard Rail, Type 2A | 218 Lin. Ft. | 12.00 | 2,616.00 |
| Guard Rail Anchors, Type 1 | 4 Each | 300.00 | 1,200.00 |
| Rail End Pieces, Type C | 6 Each | 200.00 | 1,200.00 |
| Extra for Asphalt Approaches | 24 Each | 100.00 | 2,400.00 |
| Extra for Asphalt Concourses | 250 Sq. Yd. | 7.00 | 1,750.00 |
| Delineators, Type 2 | 46 Each | 20.00 | 920.00 |
| | | | $394,916.00 |

**Anticipated Items**

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 750.00 |
| Temporary Erosion Control | All Required | 100.00 |
| | | $ 850.00 |
| | SUBTOTAL | $395,766.00 |
| | Engineering | 53,428.00 |
| | TOTAL | $449,194.00 |

Length of Roadway ------------------ 1.740 miles
Cost of Roadway Per Mile -----------$258,157.47

## SUMMARY OF FUNDS

| Description | Pro Rata | Total Cost | Fed. Funds | State Funds | County Funds |
|---|---|---|---|---|---|
| Preliminary Engineering | (85.77) | $ 55,900.00 | $ 47,170.00 | $ 3,915.00 | $ 3,915.00 |
| Roadway | (88.18) | 449,194.00 | 396,098.00 | 26,548.00 | 26,548.00 |
| TOTAL | | $504,194.00 | $443,268.00 | $30,463.00 | $30,463.00 |

| | |
|---|---|
| Group 1 | 100% |
| Prefix | 526-1954<br>526-1042 |

N.E. 112th Ave.-N.E. 148th Ave. Section
(nonparticipating - State Work)

| | | | | |
|---|---|---|---|---|
| Furnishing and Installing Mail Box Posts | 12 Each | 100.00 | $ | 1,200.00 |

STATE COPY OMB No. 04-R2089

2

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>7-192 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-19-79 | te<br>Oregon<br>County<br>Multnomah<br>Project No.<br>RS-A662(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., (Marine Dr.) between NE 110th Ave & NE 148th Ave.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 7-6-78 | 1.8 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 55,000.00 | $ 47,170.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator JUL 19 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon July 13, 1979

Federal Aid Project
No. RS-A662(1)

N.E.-110th Ave.-N.E: 148th Ave. Section
County Rd. in Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 55,000.00 |
| | TOTAL | $ 55,000.00 |

Length of project - - - - - 1.8 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 55,000.00 | $ 47,170.00 | $ 3,915.00 | $ 3,915.00 |
| Retain in PS&E Status Contract Work | 425,000.00 | 364,520.00 | 30,240.00 | 30,240.00 |
| TOTAL | $480,000.00 | $411,690.00 | $34,155.00 | $34,155.00 |

Group 1 - 100%
Prefix - 526-1954

RHZ:fkc

9355

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. 112th Ave. N.E. 148th Ave.

WEEK ENDING: Nov. 6, 1981

SECTION PREFIX: 526-1042

HIGHWAY: N.E. Marine Dr.

COUNTY: Multnomah

NAME OF JOB: N.E. 112th Ave. - N.E. 148th Ave.

KIND OF WORK: Road Construction

CONTRACTOR: R. A. Hatch Co.

CONTRACT NUMBER: 9355

FEDERAL AID PROJECT NUMBER: RSA0662001

DATE OF CONTRACT: Sept. 30, 1981

DATE WORK STARTED: Sept. 28, 1981

ESTIMATED COMPLETION DATE: Nov. 13, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 200

CALENDAR DAYS USED 17

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 8.5

PROJECT AUTHORIZATION: $450,556.41

EXCLUSIVE OF ENGINEERING: $414,829.47

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $414,829.47

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . . . ____%

ENGINEERING AUTHORIZATION $35,726

ENGINEERING COST TO DATE $

PERCENT OF AUTHORIZATION . . . . . . . ____%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98

DATE PROJECT WAS COMPLETED:

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 1.74 | 1.74 | | | 1.74 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 1.74 | 1.74 | | | 1.74 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 35,800 | 253 | | | 7500 |
| TOTAL QUANTITIES CORRECTED TO DATE | 35,800 | 253 | | | 7900 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 35,800 | 253 | | | 7875 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

1 Tack Truck, 1 Roller, 1 dump truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 1 | Fair | 1 | | |
| MONDAY 2 | Fair | 1 | | |
| TUESDAY 3 | Rain | 1 | | |
| WEDNESDAY 4 | Fair | 1 | | |
| THURSDAY 5 | Fair | 1 | | |
| FRIDAY 6 | Fair | 1 | | |
| SATURDAY 31 | Fair | 1 | | |

____ASHE K____
____CAE____
____FOE____
____QCE____
____SCS____
____EEO____

RECEIVED
NOV 13 1981
CONSTRUCTION
BRANCH

____GM____
____CA____
____LE____
____TC____
____FE____
____CP____

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 1 | No work |
| MONDAY 2 | No Work |
| TUESDAY 3 | No Work |
| WEDNESDAY 4 | No work |
| THURSDAY | No work |
| FRIDAY 6 | Paved Driveways and concourse areas |
| SATURDAY 31 | No work |

## REMARKS

New guardrail at 122nd & Marine Dr. completely destroyed by a car Thursday night. (11/5/81)

SIGNED Richard J Westray LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

7355

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-21-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A662(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80312

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/21/81
8. FEDERAL ROUTE NUMBER Secondary A662
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
NE 110th Avenue - NE 148th Avenue

11. GENERAL DESCRIPTION OF WORK
Grade and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

NOTED
H.S. COULTER

13. REMARKS

As requested in Mr. Swan's letter of July 2, 1981 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $700,000 Federal Funds $617,260 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated July 30, 1981 that provisions of FHPM 7-5-1 have been complied with.

(This is a 20% limitation project)

8/24
[illegible]

RECEIVED
STATE HWY ENGR
AUG 24 '81
REFER TO
[illegible]
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 8/21/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

?355

~~Portland~~
I-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L. [illegible]

1/2 ~~[illegible]~~

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION NE 110th Ave-NE 148th Ave ✓
Highway FAS A662, NE Marine Dr. ✓
County Multnomah Region I
Type of Work G-P Funds FAS-C
State___ Consultant ___ Plans Avail.___Yes ___No

Const Noise ✓

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | 2 Exc |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

9355

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 80312
Project No. RS-A662 (1)
NE 110th Ave.-NE 148th Ave. Section
Multnomah County

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $ 700,000 with an obligation of $ 617,260 in Federal funds in accordance with Oregon's approval Certification Acceptance Plan.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1.

JLG/lms

cc: H. Reynoldson
Lou Olson
General Files

Form 734-3122

9355

PtK Co

ROAD DESIGN SECTION

K. D. Limbocker
Metro Design Engineer

June 5, 1981

Lyle Watson
Lyle Watson
Acting Final Design Engineer

Plan Review
N.E. 112th Avenue-N.E. 148th Avenue
N.E. Marine Drive
Multnomah County

The accompanying plans have the following suggestions and revisions shown in red:

Sheet 1 - The contract letting date and Commissioners' names will be revised by Final Design.

The signature block needs to be updated and signed. Copy enclosed.

Sheet 2 - For "Temporary Protection and Direction of Traffic".

See accompanying sheets.

See New Standard Drawing No. 2051 for mailboxes. You could delete your drawing and call for this drawing only.

Base design is good. Should have typical sections for concourse widening and approaches.

Sheet 3 - Does the diking district need to be notified of work in their area?

Sheet 4 - Is there a borrow source or are materials contractor furnished?

Sheet 6 - Relocate guardrail. Should this rail be updated?

Sheet 7 - Should guardrail be removed or replaced?

Sheet 8 - Remove or replace fence?

Standard drawings are inserted when the plans are printed. It is not necessary to include mylar's of the standards with these plans. We have noted that some of the mylars were out of date. These are Oregon Highway Division Standard Drawings, which include all of the latest revisions up to each contract letting.

LKW:ja

Enc.

9355

L

November 27, 1978

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS [illegible]
AGREEMENTS No. 6637

Dear Mr. Domreis:

Attached for your files is a fully executed copy of an agreement concerning the widening of the N.E. 110th Avenue-N.E. 148th Avenue Section on N.E. Marine Drive in Multnomah County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

9355

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-6-78

# LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A662(1)

ST[illegible]ROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80312

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 7/6/78

DATE AUTHORIZATION EFFECTIVE 7/6/78

FEDERAL ROUTE NUMBER Secondary A 66-2

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
NE 110th Ave.-NE 148th Ave. Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and grade, high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeology salvage and utility preparatory work TEC NTE $55,000, FF $47, 170.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 6/19/78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $425,000, federal funds $364,520 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved 5/13/70, this office should be notified of such proposed exceptions and reasons thereof.

DATE 7/6/78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9358

4

May 18, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT FAS-C Project Request

On the Consent Calendar for the May 30 meeting, there will be a request from Multnomah County for widening the NE 110th Avenue-NE 148th Avenue Section on NE Marine Drive FAS A662.

The FAS-C funds for this project are estimated to be $365,500 with the state providing approximately $29,750 in matching funds and a like amount from the county.

This project has been investigated and is eligible for funding under the FAS-C program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

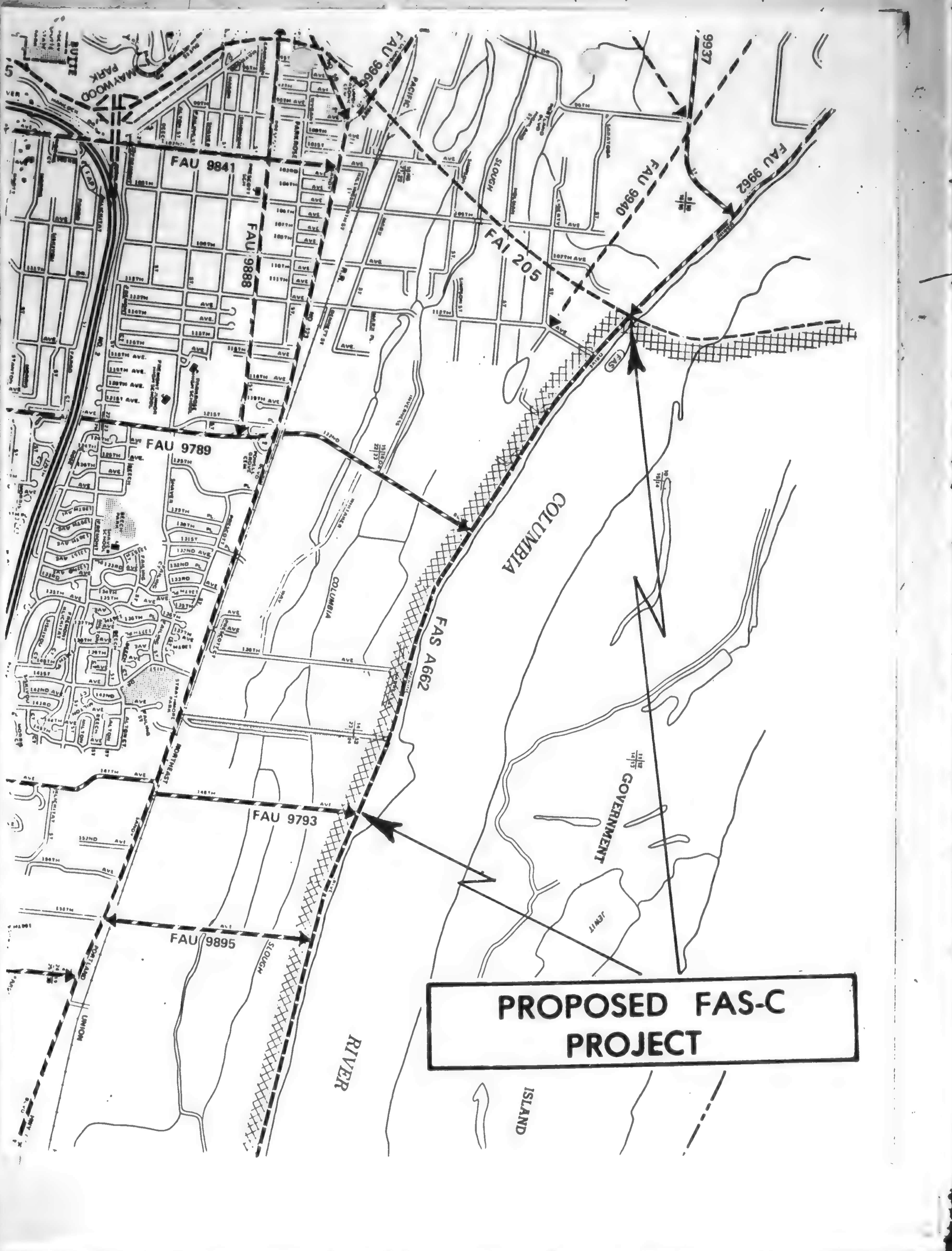
HR:dmc
cc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
Ed Hardt
George Bell
D. N. Harwell

MULTNOMAH COUNTY
Proposed FAS-C Project

NE 110th Ave. - NE 148th Ave. Section
NE Marine Drive    FAS A662
$425,000

Widen and pave an existing road to a width of 38' to 40', 2-11' AC travel lanes with shoulders varying from 8' to 10'. Bicycle and pedestrian lane adjacent to roadway where possible. No additional Right-of-Way.

Engineering by County.


BUTTE
MAYWOOD PARK
FAU 9965
PACIFIC
9937
FAU 9841
FAU 9888
FAU 9940
FAU 9962
FAI 205
SLOUGH
FAS
FAU 9789
COLUMBIA
COLUMBIA
FAS A662
GOVERNMENT
FAU 9793
FAU 9895
SLOUGH
PORTLAND
UNION
RIVER
ISLAND

PROPOSED FAS-C PROJECT

1981 Weston-Weston Mt. Sec. of 9356
the Weston-Elgin Hwy.
(Paving & Guard Rail)

9356

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 9-197

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
**Federal Highway Administration**

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-22-86

State Oregon

County Umatilla

Project Number F-89(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 9, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,408,974 | $ 1,374,453 |
| Federal funds | $ 1,242,433 | $ 1,211,992 |
| Other revisions | | |

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19 ___

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 16, 1986

Gen File

FEDERAL AID PROJECT NO. F-89(2)

WESTON-WESTON MT. SEC.
WESTON-ELGIN HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
ROADWAY (M.P. 1.32 TO M.P. 6.00)

| ITEM | UNIT PRICE | ORIGINAL QUANTITY | ORIGINAL AMOUNT | REVISED QUANTITY | REVISED AMOUNT |
|---|---|---|---|---|---|
| Furnish Field Laboratory | $ 2,000.00 | 1 | $ 2,000.00 | 0 | $ 0.00 |
| Temporary Signs | 5.00 | 429 | 2,145.00 | 357 | 1,785.00 |
| Temporary Barricades | 50.00 | 8 | 400.00 | 0 | 0.00 |
| Flagmen | 10.00 | 1,200 | 12,000.00 | 963 | 9,630.00 |
| Pilot Car | 4.00 | 400 | 1,600.00 | 1,665 | 666.00 |
| Embankment in Place | 6.00 | 870 | 5,220.00 | 0 | 0.00 |
| Watering | 10.00 | 100 | 1,000.00 | 0 | 0.00 |
| Aggregate Shoulders | 6.00 | 6,000 | 36,000.00 | 5,641 | 33,846.00 |
| Class "B" Asphalt Conc. Mix | 8.00 | 45,000 | 360,000.00 | 44,779 | 358,232.00 |
| Asphalt in Tack Coat | 250.00 | 70 | 17,500.00 | 12.54 | 3,135.00 |
| Guardrail, Type 2A | 8.55 | 17,013 | 145,461.15 | 16.850 | 144,067.50 |
| Guardrail Anchors, Type 2 | 400.00 | 4 | 1,600.00 | 2 | 800.00 |
| Rail End Pieces, Type B | 35.00 | 4 | 140.00 | 2 | 70.00 |
| Extra for Asphalt Approaches | 150.00 | 60 | 9,000.00 | 58 | 8,700.00 |
| Delineators, Type 1 | 21.00 | 500 | 10,500.00 | 434 | 9,114.00 |
| | | | $604,566.15 | | $570,045.50 |

| | |
|---|---|
| Decrease | $ 34,520.65 |
| Subtotal of previous estimate's of 10-6-81 & 9-26-84 | 1,378,426.15 |
| Subtotal | $ 1,343,905.50 |
| Engineering | 30,547.50 |
| Total | $ 1,374,453.00 |

## SUMMARY OF FUNDS

| Description | Appn Code | Pro-Rata | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|---|
| Roadway | 010 | 88.18 | $ 1,374,453.00 | $1,211,992.00 | $ 162,461.00 |

Sub. Job 011: 100%
Contract No. C09356
Prefix: C130-1470, C130-1079
DDB:bkb

.9356

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. Department of Transportation<br>**Federal Highway Administration** | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-209 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon |
| PROJECT REPORT NUMBER | 9-27-84 | County<br>Umatilla |
| MODIFICATION NUMBER<br>1 | | Project Number<br>F-89(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 9, 1981, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,550,730 | $ 1,408,974 |
| Federal funds | $ 1,367,433 | $ 1,242,433 |
| Other revisions | | |

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September, 1984.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Gary A. Potter

Manager, Program Section
*(Title)*

XBY For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 26, 1984

Federal-Aid Project No. F-89(2)

Weston-Weston Mountain Section
Weston-Elgin Highway
Umatilla County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 1.32 to M.P. 6.00)

| | |
|---|---|
| Subtotal of previous estimate of October 6, 1981 | $ 1,378,426.15 |
| Subtotal | $ 1,378,426.15 |
| Engineering | 30,547.85 |
| Total | $ 1,408,974.00 |

| | |
|---|---|
| Length of Project | 7.32 mi. |

| | |
|---|---|
| Federal Funds | $ 1,242,433.00 |
| State Funds | 166,541.00 |
| Total | $ 1,408,974.00 |

Group 1 100%
Contract No. 9356
Prefix: 130-1470
Prefix: 130-1079

RHZ:me

9356

2

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-101 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>10/9/81 | STATE<br>Oregon<br>COUNTY<br>Umatilla<br>PROJECT NO.<br>F-89(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Weston - Weston Mountain

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-26-81 | 7.32 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,550,730.00 | $ 1,367,433.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Exec. Asst. to State Hwy. Engr.
*(Title)*
XXX For: H.S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator OCT 9 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 6, 1981

Federal Aid Project
No. F-89(2)

Weston-Weston Mountain Section
Weston Elgin Highway
Umatilla County

## PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. X1.32 to M.P. 6.00)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | 1 Each | 2,000.00 | $ 2,000.00 |
| Mobilization | | All Required | 112,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 5,000.00 |
| Temporary Signs | 429 Sq. Ft. | 5.00 | 2,145.00 |
| Temporary Barricades | 8 Each | 50.00 | 400.00 |
| Flagmen | 1,200 Hour | 10.00 | 12,000.00 |
| Pilot Car | 400 Hour | 4.00 | 1,600.00 |
| Removal of Structure and Obstructions | | All Required | 10,000.00 |
| Embankment in Place | 870 Cu. Yd. | 6.00 | 5,220.00 |
| Finishing Roadbed and Slopes | | All Required | 5,000.00 |
| Watering | 100 M-Gal. | 10.00 | 1,000.00 |
| Aggregate Shoulders | 6,000 Ton | 6.00 | 36,000.00 |
| Class "B" Asphalt Concrete Mixture | 45,000 Ton | 8.00 | 360,000.00 |
| Asphalt Cement in Mixture | 2,800 Ton | 197.00 | 551,600.00 |
| Asphalt in Tack Coat | 70 Ton | 250.00 | 17,500.00 |
| Guard Rail, Type 2A | 17,013 Lin. Ft. | 8.55 | 145,461.15 |
| Guard Rail Anchors, Type 1 | 41 Each | 300.00 | 12,300.00 |
| Guard Rail Anchors, Type 2 | 4 Each | 400.00 | 1,600.00 |
| Rail End Pieces, Type B | 4 Each | 35.00 | 140.00 |
| Rail End Pieces, Type C | 30 Each | 70.00 | 2,100.00 |
| Extra for 8-Foot Posts | 100 Each | 6.00 | 600.00 |
| Extra for Asphalt Approaches | 60 Each | 150.00 | 9,000.00 |
| Delineators, Type 1 | 500 Each | 21.00 | 10,500.00 |
| Delineators, Type 4 | 60 Each | 11.00 | 660.00 |
| | | | $1,303,826.15 |

## Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 4,600.00 |
| Asphalt Cement Adjustment | All Required | 70,000.00 |
| | | $ 74,600.00 |
| | SUBTOTAL | $1,378,426.15 |
| | Engineering | 172,303.85 |
| | | $1,550,730.00 |

Length of Project -------------- 7.32 miles
Cost of Roadway Per Mile -------$211,848.36

Federal Funds (88.18%)----------$1,367,433.00
State Funds --------------------- 183,297.00
TOTAL FUNDS $1,550,730.00

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9356 |
| Prefix | 130-1470 (PE)<br>130-1079 (Constr.) |

1356

**STATE COPY**

jc

cc: OSHD ([illegible]lien)

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF REPORT<br>1-13-86 | REPORT MADE BY<br>D. B. Carter, Area Engineer | | PROJECT NO.<br>F-89(2) |
| COMPLETION DATE (Actual)<br>9-3-82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>September 2, 1983 | TIME ELAPSED<br>$\frac{242}{300} = 80.6$ % | CONTRACT TIME<br>300 Calendar Work Days |

LOCATION Beginning near the north Weston access on the Oregon-Washington Highway and extending approximately 7.32 miles easterly on the Weston-Elgin Highway, Umatilla County, Oregon.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## WESTON - WESTON MOUNTAIN SECTION
## WESTON - ELGIN HIGHWAY
## Paving & Guardrail

This project provided for the resurfacing of the existing highway and the installation of approximately 17,000 linear feet of guardrail.

The final cost of the original contract bid items was $1,273,518.63, or a 2.4 percent underrun of the contract bid amount of $1,304,276.15. The final cost of the project including engineering and all contract changes was $1,379,138.51.

All participating work has been completed. All project signing and striping are complete. A final inspection of the completed work was made on October 27, 1982.

- DBC -

NOTED
W. E. SCHWARTZ ey
1/16

RECEIVED
STATE HWY ENGR
JAN 15 '86
REFER TO Fredrickson
FOR
Info | Inves | R/A | D/A | Sign | Act | File

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by [illegible] | | SIGNATURE<br>[illegible] | |
| TITLE<br>Area Engineer | DATE<br>JAN 15 1986 | TITLE<br>Field Operations Engineer | DATE<br>JAN 15 1986 |

9356

F

March 7, 1984

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

COM 5
#9356

Gentlemen or Ladies:

A post-final payment for $4,715.85 will be made to Baker Redi-Mix, Inc. on Contract No. 9356 for work on the Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,269,678.15 including the post-final payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9356

5

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

9-30-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Baker Redi-Mix, Inc.<br>No. 9356 | Weston-Weston Mountain<br>Umatilla County | Sept. 2, 1983 |
| R. L. Coats<br>No. 9451 | Beede Reservoir-Drinkwater Pass<br>Harney County | Sept. 20, 1983 |
| Linnco Electric Co.<br>No. 9569 | Division St. NE-Trade St. SE (Salem)<br>Marion County | Sept. 30, 1983 |
| Hamilton Electric, Inc.<br>No. 9545 | Clackamas Town Center Signals<br>Clackamas County | Sept. 30, 1983 |
| Douglas S.Coats, Inc.<br>No. 9523 | Sandy R. (Sleepy Hollow) Br.<br>Clackamas County | Sept. 27, 1983 |

September 30, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9356

5

September 8, 1983

Seaboard Surety Company
320-108th Avenue NE
Suite 401
Bellevue, WA 98004

CON 5
#9356

Gentlemen or Ladies:

Contract No. 9356 awarded to Baker Redi-Mix, Inc. for work on the Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County was completed on October 5, 1982, and accepted by the State Highway Division on September 2, 1983.

The total contract amount is $1,264,962.30, and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Kasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

9356

[redacted]
FINAL REPORT

| | | |
|---|---|---|
| FORM 734-3001<br>OREGON STATE HIGHWAY DIVISION<br>**FIELD ENGINEER'S WEEKLY REPORT**<br>FOR CONSTRUCTION PROJECTS ONLY<br>CONSTRUCTION AND BRIDGE SECTION | SECTION<br>Weston-Weston Mt. | WEEK ENDING:<br>September 25, 1982<br>SECTION PREFIX<br>130-1079 |
| | HIGHWAY<br>Weston-Elgin | COUNTY<br>Umatilla |
| NAME OF JOB<br>Weston-Weston Mountain Section | KIND OF WORK<br>Overlay and Guardrail | |
| CONTRACTOR<br>Baker Redi-Mix, Inc. | CONTRACT NUMBER<br>9356 | FEDERAL AID PROJECT NUMBER<br>F-89(2) |
| DATE OF CONTRACT<br>September 21, 1981 | DATE WORK STARTED<br>October 19, 1981 | ESTIMATED COMPLETION DATE<br>September 3, 1982 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS 300<br>SPECIFIED CALENDAR DAYS<br>SPECIFIED COMPLETION DATE | WORK DAYS USED 242<br>CALENDAR DAYS USED<br>PERCENT OF TIME ELAPSED 81 |
| PROJECT AUTHORIZATION: $1,559,110.67 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| EXCLUSIVE OF ENGINEERING: $1,448,240.58 | ENGINEERING AUTHORIZATION $110,870.09 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,280,144.10 | ENGINEERING COST TO DATE $81,977.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 11.6 % | PERCENT OF AUTHORIZATION 74 % | DATE PROJECT WAS COMPLETED:<br>September 3, 1982 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Guardrail | |
|---|---|---|---|---|---|---|---|
| | | | | 100 | 100 | 100 | |

| | Guardrail | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 7.32 | | | | 7.32 |
| MILES PARTIALLY COMPLETED | 0 | | | | 0 |
| MILES COMPLETED | 7.32 | | | | 7.32 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 17,013 LF | | | | 45,000 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 16,850 | | | | 44,778 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 16,850 | | | | 44,778 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 19 | Clear & Mild | 0 | | |
| MONDAY 20 | Showers | 0 | | |
| TUESDAY 21 | Clear & Mild | 0 | | |
| WEDNESDAY 22 | Clear & Warm | 0 | | |
| THURSDAY 23 | Clear & Warm | 0 | | |
| FRIDAY 24 | Overcast-Showers | 0 | | |
| SATURDAY 25 | | 0 | | |

RECEIVED
SEP 27 1982
CONSTRUCTION SECTION
CE CAE FOE OCS SCS FEO OM CA IS TC PE CF

[redacted]

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 19<br>SUNDAY | |
| 20<br>MONDAY | |
| 21<br>TUESDAY | |
| 22<br>WEDNESDAY | |
| 23<br>THURSDAY | |
| 24<br>FRIDAY | |
| 25<br>SATURDAY | |

## REMARKS

This project has been completed. Personnel in the office have been working on the semi-final. All work possible has been done on the paperwork and it now will be transmitted to Region as soon as possible.

The contractor needs to complete some paperwork (PR-47 and 1 certification) before the third notification can be submitted. A Price Agreement for an A.C. price reduction due to low compaction is in the works.

-FINAL REPORT-

SIGNED LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9356

L

7-29-82

rn

cc: H. S. Coulter, OSHD

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>7/29/82 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>F-89(2) |

IN COMPANY WITH B. Ferguson, Project Manager, D. Glenn, Quality Control Supervisor

LOCATION Beginning near the north Weston access on the Oregon-Washington Hiway and extending approximately 7.32 miles easterly on the Weston-Elgin Highway, Umatilla County, Oregon.

CONTRACTOR NAME AND ADDRESS

Baker Redi-Mix, Inc., East H Street, Baker, Oregon 97814

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>9-23-81 | CONTRACT AMOUNT<br>$1,304,276.15 | TIME ALLOWED<br>300 calendar work days | TIME STARTED<br>10/7/81 | WORK STARTED<br>10/19/81 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>67 | WORK COMPLETED<br>29 | |

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STATE HWY ENGR
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REMARKS

WESTON-WESTON MOUNTAIN SECTION

WESTON-ELGIN HIGHWAY

Paving & Guard Rail

This project provided for the resurfacing of the existing highway. Also included is approximately 17,000 linear feet of guard rail improvement work.

NOTED
W. E. SCHWARTZ

Work Completed:

| | |
|---|---|
| Aggregates produced | 100% |
| Paving | 60% |
| Guardrail | 50% |

Work in Progress:

The contractor was paving on the top lift in the vicinity of the quarry access road at M.P. 2.75.

Comments:

The progress of the work is listed as satisfactory as it is anticipated that the project can be completed within the allotted contract time.

The aggregates for the asphalt concrete were produced last year and were stockpiled over the winter. The hot plant is producing material at a somewhat reduced rate to obtain the necessary drying of the aggregates. Field job control moisture results indicates that the mixture is being produced with a moisture content within the specifications

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

(more)

Initial Report (continued)

Some moisture samples have also been taken and submitted to the central laboratory. Correlation between the two testing units has not been too good. Further effort is being made in this area.

The Rice method of determining specific gravity has been included on this project by change order, price agreement no. 3. Project personnel are adequately equipped in the procedure and equipment to perform this test.

Review of the materials tests results and the lay down on the road indicates the asphalt concrete mix is being produced and placed in a satisfactory manner. Mr. Glenn checked mix temperature at both the plant and on the street using the temperature sensing hand-held "gun". Lay down is being accomplished using end dump trucks. Three steel wheel rollers are being used for compaction. Vibration is available on the rollers and is being used on some of the roller passes. The rollers are easily able to keep up with the lay down operation.

Placement of shoulder aggregates will be difficult in some locations due to the lack of width and steep slope from the edge of the completed pavement. Project plans indicate a variable shoulder slope.

9356 8-26-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/~~OR~~ AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-89(2)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10175

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 8/26/81 | Primary 89 | Secondary 330 |

10. GENERAL LOCATION:
Weston - Weston Mountain Section

11. GENERAL DESCRIPTION OF WORK
High type Pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Stiping S.F. $4,600
Asphalt Cement Adjustment $70,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 24, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,957,633 Federal Funds $1,726,241.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR

| Info | Invest | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 8/26/81 | G K Horner | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9356

U.S. Department of Transportation
Federal Highway Administration

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-89(2)
Weston - Weston Mountain Section
Design Exception

Date: August 25, 1981

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed your letter of July 20, 1981, regarding your proposal for improvements to this section of highway. We concur with your proposed design elements for the project including the reduced shoulder width for portions of the project.

Our concurrence is based on the mountainous terrain and the related driver expectations, the low operating speeds, and the good present operational history of this section of the route.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 27'81
REFER TO
FOR
Info | Invst | R.I.D. | [illegible] | Sign | Act | File

2

9356 330

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L

1/2

Sept. 3, 1981 Bid Letting ________ All Clear Deadline

SECTION Weston-Weston Mountain
Highway Weston-Elgin
County ________ Region ________
Type of Work Overlay Funds FA
State___ Consultant ___ Plans Avail.___Yes ___No

2 Exc

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

135

VICTOR ATIYEH
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 20, 1981

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 21 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Dear Sir:

Weston-Weston Mountain Section
Weston-Elgin Highway
Umatilla County

The purpose of this Federal-aid project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 3-inch overlay and leveling, plus a 1-1/2-inch future lift. This section is 7.32 miles in length and has an ADT of 870.

The present roadway horizontal alignment has many curves, ranging from 3° to 10° 30'. The vertical alignment can best be described as mountainous. Grades vary from 2% to 6% through the Weston Mountains.

The project beginning exits the Oregon-Washington Highway four miles east of Athena at M.P. X1.32 and ends at M.P. 6.00. Operating speeds with optimum conditions are presently in the 45 to 50 MPH range. The typical section varies from two lanes to two lanes with climbing lane as shown in the chart below.

| M.P. to M.P. | TAPER SECTION | TRAVEL LANES | CLIMBING LANES | MEDIAN | PAVED SHOULDERS |
|---|---|---|---|---|---|
| X1.32 to X1.22 | | Two 16' | -- | 4' | 6' |
| X1.22 to X1.19 | X | | | | |
| X1.19 to X0.22 | | Two 12' | -- | -- | 8' |
| X0.22 to X0.18 | X | | | | |
| X0.18 to X0.01 | | Two 10' | -- | -- | 4' |
| X0.01 to 0.05 | X | | | | |
| 5.66 to 6.00 | | Two 10' | -- | -- | 4' |
| 0.05 to 2.50 | | Two 10' | 10' | -- | 4' |
| 2.50 to 5.58 | | Two 10' | 10' | -- | 4' |
| 5.58 to 5.66 | X | | | | |

We propose to change the 10-foot travel lane and 4-foot shoulder widths to 11-foot and 3-foot, respectively. The total length of this two-lane section is 0.57 miles, including the taper to the three-lane section.

On the three-lane section, the climbing lane and adjacent travel lane will be changed to 11 feet with a 2-foot shoulder. The opposing travel lane will be 11 feet with a 3-foot shoulder. The total length of the three-lane section is 5.61 miles, including the taper to a two-lane section.

The above typical section can be constructed within the existing highway right-of-way and within the existing roadway earthwork prism. A wider section would require extensive additional right-of-way.

We will upgrade 17,013 lineal feet of guardrail to current standards and provide 4-foot minimum paved flares.

This project has been justified on a cost/benefit ratio and has been thoroughly reviewed by our Region staff, Traffic Section, and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

We are submitting this letter to you as documentation as requested in your letter of February 15, 1978 entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is presently scheduled for the August 20, 1981 bid letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
F. E. Terpin
W. E. Schwartz
W. E. Cole

WEC:ja

9356

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

July 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10175
Project No. F-89 (2)
Weston - Weston Mountain Section
Umatilla County

Attached support data consists of PR-1 forms with project maps for the subject project.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1.

JLG/lms
Attachments

cc: W. E. Schwartz (Region 5)
General Files

Form 734-3122

9356

4

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

June 3, 1981

TO: H.S. Coulter
State Highway Engineer

D E Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Requests
5 Overlay Projects

Attached for your approval are project requests for 5 overlay projects:

1. Reedsport - Dean Creek Section, Umpqua Highway, Douglas County.
2. Golf Club Rd. - E. Stayton Interchange Section, N. Santiam Highway, Marion County.
3. Weston - Weston Mountain Section, West - Elgin Highway, Umatilla County.
4. Burnt Hill - Thomas Creek Section, Oregon Coast Highway, Curry County.
5. Geary Ranch - Green Springs Interchange Section, Lake of the Wood Highway, Klamath County.

These are projects requiring a minimum of time for P.S.&E. and it is planned that they would be submitted to the FHWA on or before August 1st with our request for obligation of the "20%" money.

For the most part these projects are fairly high on the statewide priority listing.

If you approve this request, we have drafted a letter to the Transportation Commission for your use.

KO:bkc
Attachments

letter not sent - will discuss concept w/ Commission - Will get formal approval if Feds give us money. — HSC

Form 734-3122

The total estimated cost of $10,470,000 would be financed from Federal Aid Primary funds with State match of $1,238,000. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc

bc: F.D. Klaboe
R.W. Gormsen
D.G. Talbot
E.S. Hunter
R.N. Bothman
D.H. Moehring
C.T. Keasey
W.J. Hart
J.H. Versteeg
V.E. Skoog
E.L. Johnsen
Carl Nelson

S77 RESURF

# OREGON STATE HIGHWAY DIVISION
## PROJECT REQUEST

**A. IDENTIFICATION:**

Date: March 1981

Proposed Section: Weston - Weston Mountain

Region: 5

Highway: Weston - Elgin  St. Hwy. No. 330  M.P. X1.3 to M.P. 6.0  Length: 7.3

County(s): Umatilla  (Attach Sketch Map)

Recommended Construction Date: To be determined in 6-Year plan update.  Proposed 6 YP

Method of Doing Work: Contract X  St. Force  Other

**B. FINANCING**

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing: Resurfacing project to be funded with Federal Aid funds.

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐

**C. ROADWAY & TRAFFIC**

| | Width | | | | Structures | | Extg. Traffic (Year 1979) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 2 to 3 - 12' lanes w/shoulders | | | | | | 1350 | | | |
| Proposed Facility: | 2 to 3 - 12' lanes w/shoulders | | | | | | | | | |

**D. DEFINE THE PROBLEM:** The surface is badly cracked and potholed. The section gets a large amount of chip truck traffic as well as winter skiers.

**E. PROPOSED SOLUTION:** A 4-inch AC overlay is proposed.

**F. REASON FOR REQUEST AT THIS TIME:** Region No. 17 priority for resurfacing.

**G. COST ESTIMATE**

| | |
|---|---|
| Roadway Work | $ 2,207,000 |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). | 0 |
| Structures | 0 |
| Other (Define) | 0 |
| Preliminary Engineering (By Whom) Highway Division | 10,000 |
| TOTAL | $ 2,217,000 |

H. REQUESTED BY: W. E. Schwartz
Region Engineer ofXXXXXXXX

Approval/~~Disapproval~~
State Highway Engineer  Date 4/9/81

for Development

Remarks & Action Taken:

Approval/Disapproval
Asst. Director for Operations  Date

Oregon Transportation Commission

Approval Date

1981 Germantown Rd. @ Cornelius 9357
Pass Rd. Sec. of FAS A663.
(Grading and paving)

C&A 7468 8-28-81

1357 U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

# STATE COPY

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

7 7 , 3

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Washington | DIVISION<br>Oregon |
| DATE OF REPORT<br>7/7/83 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>HES-A663(1) |
| COMPLETION DATE<br>10/16/81 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1/15/82 | TIME ELAPSED<br>40 % | CONTRACT TIME<br>45 days |
| APPROVED EXTENSIONS | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GERMANTOWN ROAD @ CORNELIUS PASS ROAD
GERMANTOWN ROAD
Grading and Paving

This project converted a dangerious "Y" intersection into a right angle approach to Germantown Road.

The final cost of $58,000. underran the original authorization by 4 percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 11 '83
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

Cy
7/13

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original Signed by<br>T P LOWE | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer | |
| TITLE<br>Area Engineer | DATE<br>7-11-83 | TITLE<br>Field Operations Engineer | DATE<br>7-11-83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9357 2-10-82

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Roseburg Paving, Inc.<br>No. 9197 | NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg)<br>Douglas County | Jan. 13, 1982 |
| Wildish Const. Co.<br>No. 9216 | Middle Fork Willamette River-Salmon Cr. (Oakridge)<br>Lane County | Jan. 15, 1982 |
| C. G. Gredvig, Inc.<br>No. 9357 | Germantown Rd. @ Cornelius Pass Rd.<br>Washington County | Jan. 15, 1982 |
| Dirt & Aggregate Intch.<br>No. 9203 | NE Columbia Blvd.-NE Weidler<br>Multnomah County | Jan. 15, 1982 |
| Morse Bros., Inc.<br>No. 9190 | Sulphur Springs Road & Soap Creek Road<br>Benton County | Jan. 15, 1982 |
| J. C. Compton Co.<br>No. 9200 | Osweg Creek Slide<br>Clatsop County | Jan. 18, 1982 |
| The Kaspac Corp. dba Kaspac Industries<br>No. 9298 | Washington State Line-Lane County Line<br>Clatsop, Tillamook & Lincoln Counties | Jan. 21, 1982 |
| Ross Bros. Constr., Inc.<br>No. 9214 | Dean Creek Bridge<br>Douglas County | Jan. 22, 1982 |
| Cascade Const. Co., Inc.<br>No. 8952 | Progress Intchge. Off Ramp<br>Washington County | Jan. 26, 1982 |
| C.W. McCallen Construction<br>No. 9295 | Polallie Cr.-Cooper Spur Detour<br>Hood River County | Jan. 28, 1982 |
| Ross Bros. Const., Inc.<br>No. 9292 | N. Yamhill River (Oak Ridge Rd.) Bridge<br>Yamhill County | Jan. 28, 1982 |
| Mid-Columbia Paving Co.<br>No. 9242 | Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles)<br>Wasco County | Feb. 9, 1982 |

February 10, 1982 Warren Richards

for C. T. Keasey
Asst. State Highway Engineer

9357

L.

January 26, 1982

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

CON 5
#9357

Gentlemen or Ladies:

On January 19, 1982, we wrote to you concerning release of final payment on Contract No. 9357 awarded to C. G. Gredvig, Inc. for work on the Germantown Road at Cornelius Pass Road Section of FAS A663 in Washington County.

Final payment on this contract is $1,211.09 and the total contract amount is $51,279.05 including $1,181.19 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: C. G. Gredvig, Inc.
4935 N.W. Kahneeta Ct.
Portland, OR 97229

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9357 2.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

| | | |
|---|---|---|
| SECTION<br>Germantown Rd. @<br>Cornelius Pass Rd. | WEEK ENDING<br>Nov. 5, 1981 | SECTION PREFIX<br>334-1059 |
| HIGHWAY<br>Germantown Rd. | COUNTY<br>Washington | |
| NAME OF JOB<br>Germantown Rd. connection | KIND OF WORK<br>Grading and paving | |
| CONTRACTOR<br>Chet Gredvig Inc. | CONTRACT NUMBER<br>9357 | FEDERAL AID PROJECT NUMBER<br>HES - A663 (1) |
| DATE OF CONTRACT<br>9/17/81 | DATE WORK STARTED<br>9/22/81 | ESTIMATED COMPLETION DATE<br>11-1-81 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 45 | WORK DAYS USED<br>CALENDAR DAYS USED 18 |
| PROJECT AUTHORIZATION: $ 60,619.16 | SPECIFIED COMPLETION DATE<br>11/12/81 | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING $ 55,324.91 | ENGINEERING AUTHORIZATION $ 5,294.25 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100% |
| ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 51,275.45 | ENGINEERING COST TO DATE $ 6,700.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100% |
| ESTIMATED PERCENT: OVERRUN UNDERRUN xunder 7% % | PERCENT OF AUTHORIZATION 126% % | DATE PROJECT WAS COMPLETED<br>10-16-81 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | | |

| | Gen. Exc. | Base Rock | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | AC Paving |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 905 CY | 1450 T | | | 550 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 885 CY | 1074 T | | | 560 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 885 CY | 1074 T | | | 560 T |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | |
| PERCENT | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 1 | | | | |
| MONDAY 2 | | | | |
| TUESDAY 3 | | | | |
| WEDNESDAY 4 | | | | |
| THURSDAY 5 | | | | |
| FRIDAY 30 | | | | |
| SATURDAY 31 | | | | |

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No Activity |
| MONDAY | No Activity |
| TUESDAY | Cascade patched pavement on the south end of C line. |
| WEDNESDAY | The patch was checked today and was found to be unacceptable. Called Cascade to have them repair it again. |
| THURSDAY | No Activity |
| FRIDAY | No Activity |
| SATURDAY | No Activity |

## REMARKS

SIGNED Martin [illegible] LOCATION Portland
For Paul Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9357

STATE COPY L.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER 10-62<br>PROJECT REPORT NUMBER<br>MODIFICATION NUMBER 2 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>10-9-81 | State Oregon<br>County Washington<br>Project Number HES-A663(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 1980, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 12,700.00 | $ 73,319.00 |
| Federal funds | $ 11,430.00 | $ 65,987.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Exec. Asst. to State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Federal Aid Project
No. HES-A663(1)

Oregon State Highway Division
Salem, Oregon October 6, 1981

Germantown Rd. at Cornelius Pass Rd. Section
Germantown County Road
Washington County

# REVISED PROJECT AGREEMENT ESTIMATE

## Type Code P.E.
## Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $12,700.00 |

## Type Code Y105
## Erosion Control (Sta. "C" 171+45.74 to Sta. "C" 178+35)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 4,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | 2,000.00 |
| Temporary Signs | 172 Sq. Ft. | 10.00 | 1,720.00 |
| Temporary Barricades | 7 Each | 200.00 | 1,400.00 |
| Flagmen | 120 Hour | 22.00 | 2,640.00 |
| Clearing and Grubbing | | All Required | 2,000.00 |
| Removal of Structures and Obstructions | | All Required | 1,500.00 |
| General Excavation | 905 Cu. Yd. | 4.00 | 3,620.00 |
| Trench Excavation | 65 Cu. Yd. | 10.00 | 650.00 |
| Finishing Roadbed and Slopes | | All Required | 1,000.00 |
| Obliteration of Roadway | 1,380 Sq. Yd. | 1.50 | 2,070.00 |
| Aggregate Base | 1,450 Ton | 7.25 | 10,512.50 |
| Class "B" Asphalt Concrete | 550 Ton | 31.60 | 17,380.00 |
| 18-inch Culvert Pipe | 100 Lin. Ft. | 16.00 | 1,600.00 |
| Extra for Asphalt Approaches | 2 Each | 175.00 | 350.00 |
| | | | $52,442.50 |

## Anticipated Items

| | | |
|---|---|---|
| Roadside Seeding and Mulching | All Required | $ 500.00 |
| | SUBTOTAL | $52,942.50 |
| | Engineering | 7,676.50 |
| | TOTAL | $60,619.00 |

Length of Project --------- 0.00 mi.

## SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | Other Funds |
|---|---|---|---|
| Preliminary Engineering | $ 12,700.00 | $ 11,430.00 | $ 1,270.00 |
| Erosion Control | 60,619.00 | 54,557.00 | 6,062.00 |
| TOTAL | $ 73,319.00 | $ 65,987.00 | $ 7,332.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9357 |
| Prefix | 534-1904 |
| Prefix | 534-1059 |

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| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER 12-44 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Washington |
| MODIFICATION NUMBER<br>1 | 12/1/80 | Project Number<br>HES-A663(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 7, 19 80,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 5,900.00 | $ 12,700.00 |
| Federal funds | $ 5,310.00 | $ 11,430.00 |
| Other revisions | | |

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 26, 1980

Federal Aid Project
No. HES-A663(1)

Germantown Road @ Cornelius Pass Road Section
County Road in Washington County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $12,700.00 |
| | TOTAL | $12,700.00 |

Length of Project ------------ 0.0 mile

### SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $12,700.00 | $11,430.00 | $1,270.00 |
| Retain in Program Status | | | |
| Contract Work | 67,000.00 | 60,300.00 | 6,700.00 |
| TOTAL | $79,700.00 | $71,730.00 | $7,970.00 |

Group 1-100%
Prefix 534-1904

STATE COP OMB No. 04-R2089 P

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>10-30 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>10-7-80 | State<br>regon<br>County<br>Washington<br>Project No.<br>HES-~~A633(1)~~ A 663(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jct. 3.5 mi. N.E. of Hillsboro

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 7-17-79 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 5,900.00 | FEDERAL FUNDS<br>$ 5,310.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XXX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 2, 1980

Federal Aid Project
No. HES-A663(1)

Germantown Road @ Cornelius Pass Road Section
County Road in Washington County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 5,900.00 |
| | TOTAL | $ 5,900.00 |

Length of Project ------------- 0.0 mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 5,900.00 | $ 5,310.00 | $ 590.00 |
| Retain in Program Status | | | |
| Contract Work | $67,000.00 | 60,300.00 | 6,700.00 |
| TOTAL | $72,900.00 | $65,610.00 | $ 7,290.00 |

Group 1 100%
Prefix 534-1934

9357

2

September 18, 1981

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

On September 17, 1981 we received a satisfactory bid and awarded the contract to C. G. Gredvig, Inc., 4935 N.W. Kahneeta Court, Portland, Oregon 97229, for the Germantown Road at Cornelius Pass Road Intersection Improvement.

We anticipate the financial sharing of project costs to be:

| | | |
|---|---|---|
| CONSTRUCTION COSTS: | | |
| Contractor's Bid | $52,442.50 | |
| Anticipated Additional Item: | | |
| Roadside Seeding & Mulching | 500.00 | |
| SUBTOTAL | $52,942.50 | |
| 4 1/2% Contingencies | 2,382.41 | |
| 10% Engineering | 5,294.25 | |
| ESTIMATED CONSTRUCTION COST | $60,619.16 | |
| County Share of Construction (10%) | $ 6,060.00 | (rounded) |
| County Advance Deposit (Received 9-14-81) | 6,160.00 | |
| OVERPAYMENT FOR CONSTRUCTION | $ 100.00 | |
| PRELIMINARY ENGINEERING COSTS: | | |
| Estimated Preliminary Engineering Costs | $12,700.00 | |
| COUNTY SHARE OF P.E. (10% of $12,700) | 1,270.00 | |
| LESS: OVERPAYMENT FOR CONSTRUCTION | 100.00 | |
| BALANCE DUE FROM COUNTY FOR P.E. | $ 1,170.00 | |

As specified in our Agreement No. 7468, please submit your payment of $1,170, according to the instructions for the option of your choice listed on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 953: Jon Rose, Region H Federal Aid Engineer
Vern Skoog - Please return completed AD # 953 when advance deposit is received.

9357

4

August 28, 1981

Board of County Commissioners
Washington County
Courthouse
150 First N. Room 418
Hillsboro, OR 97123

AGR 4

Attention: Roger Thomssen
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 7468

Gentlemen:

Attached for your records is a fully executed copy of an agreement for realignment of the Germantown Road-Cornelius Pass Road Intersection.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

9357

L

August 27, 1981

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

We have advertised the Germantown Road at Cornelius Pass Road intersection improvement for bid letting on September 17, 1981. In order to allow the contractor sufficient time to complete the work in this construction season, we must award the contract as soon as possible after bid opening.

To expedite award of the contract, we propose to accept the County's Advance Deposit, based on our engineer's estimate of project costs, prior to bid opening. The County's 10% share of the estimated total cost of $61,640.50 is $6,160 (rounded). If the low bid exceeds our engineer's estimate, we will request your approval prior to awarding the contract.

If this proposal is acceptable, please submit your advance deposit, prior to September 17, 1981, according to the instructions for the option of your choice listed on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment
bcc w/AD # 934: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 934
when advance deposit is received.

9357 8-[illegible]-81 L

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-A663(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90266

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER Secondary A663

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Germantown Road at Cornelius Pass Road

11. GENERAL DESCRIPTION OF WORK Grade and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Raodside seeding and mulching $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/24/81 requested and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $66,744 Federal Funds $60,069.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27'81
REFER TO
FOR
Info Invc R/D D/A Sign Act File

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosse

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9357

Section Germantown Rd. At Cornelius Pass Rd. Programming Estimate $ 62,000
Highway FAS A663 (Germantown Rd.) Project Length 0.13 Mile
County Washington 8-21-81 Completion Time 45 C.D.
Kind of Work Grading & Paving Est. Comp. Date Nov. 6, 1981
Prefix 534-1904 Letting Date Sept. 17, 1981 Project No. HES-A663(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 53,334.50

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Roadside Seeding & Mulching | 500.00 | $ 500.00 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| "OPTICOM" Testing (Engineering) | | |
| Bikeway Signs | | |
| Adjust Utilities: | | |
| Subtotal | | $ 53,834.50 |
| Contingencies (4-1/2%) | | 2,422.55 |
| Engineering (8, 9, [✓ 10%]) | | 5,383.45 |
| Subtotal | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 61,640.50 |

APPROVED

Duane D. Christensen Acting
Road Design Engineer
Acting

APPROVED
FINAL DESIGN ENGR.

County Share 10% = $6164

cc Jon Rose 8-21-81

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
~~SUMM~~ ~~BID SCHEDULE~~-COST ESTIMATE

Sheet 1 of 1
Date 7-7-81

ction Germantown Rd. At Cornelius Pass Rd. Sec.
County Washington
nd Of Work Grading & Paving
Length 0.13 mi.
Name McGill

COST ANALYSIS UNIT. 7-9-81 Bw
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING ~~Sept 3,~~ 1981
17

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization | | All | All | (8%) | $3950^{00}$ |
| Temporary Protection and Direction of Traffic | | All | All | All | $1,900^{00}$ |
| Temporary Signs | | Sq. Ft. | 172 | $6^{00}$ | $1,032^{00}$ |
| Temporary Barricades | | Each | 7 | $115^{00}$ | $805^{00}$ |
| Flagmen | | Hour | 120 | $23^{50}$ | $2,820^{00}$ |
| | | | | | |
| ROADWORK | | | | | |
| | | | | | |
| Clearing and Grubbing | | All | All | — | $,000^{00}$ |
| emoval of Structures and Obstructions | | All | All | — | $1,000^{00}$ |
| General Excavation | | Cu. Yd. | 905 | $5^{00}$ | $4,525^{00}$ |
| Trench Excavation | | Cu. Yd. | 65 | $8^{00}$ | $520^{00}$ |
| Finishing Roadbed and Slopes | | All | All | — | $1500^{00}$ |
| Obliteration of Roadway | | Sq. Yd. | 1380 | $1^{50}$ | $2,070^{00}$ |
| Aggregate Base | | Ton | 1450 | $8^{25}$ | $11,962^{50}$ |
| Class "B" Asphalt Concrete | | Ton | 550 | $32^{00}$ | $17,600^{00}$ |
| 18-inch Culvert Pipe | | Lin. Ft. | 100 | $23^{00}$ | $2,300^{00}$ |
| Extra for Asphalt Approaches | | Each | 2 | $175^{00}$ | $350^{00}$ |

9357

L

**STATE OF OREGON**

# INTEROFFICE MEMO

DATE: August 18, 1981

TO: MEMO TO THE FILES

FROM: Jack Sullivan Jack
Specifications Engineer

NOTED
F S. HUNTER

SUBJECT: Expedite Contracts

Copy
RO 5-1

Specifications for three upcoming projects include the following or similar language under subsection 103.08:

"103.08 Restrictions on Commencement of Work - In order to give the low bidder as many working days as possible to complete this project within the specified time for completion of the work as set forth in subsection 108.08 of these special provisions, the State will expedite the award and execution of the Contract Documents.

"If the low bid is accepted, Contract Documents will be mailed to the low bidder on the same day the bids are opened. Bidders should be prepared to have their surety sign the Performance Bond and their corporation officers available to expedite execution of the Contract. The State is prepared to execute the Contract immediately upon receiving it from the contractor. This procedure will allow the contractor to commence construction operations the following week."

It is necessary to expedite the award of the contracts on these projects in order to complete the work this fall or because of working in the stream restrictions. These projects and their letting dates are:

(1) S.B. On Ramp at Beaverton/Hillsdale Hwy.; September 3
(2) Germantown Rd. at Cornelius Pass Rd.; September 17
(3) Glencoe Rd. and West Union Rd. (North Plains); September 17.

JS:fw
cc: D. H. Moehring
J. H. Versteeg
Jack Sollis
R. W. Gormsen
Kay Turner
Ed Johnsen
Steve Macnab

RECEIVED
TECHNICAL SERVICES
AUG 19 '81
REFER TO
FO-

| Info | Inves | R/D | D.I. | Sign | Act | File |
|---|---|---|---|---|---|---|

Contains Recycled Materials

9357

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/30/81

Donald L

Iw will

Sept. 3, 1981 Bid Letting ____________ All Clear Deadline

SECTION Germantown Rd @ Cornelius Pass Rd.
Highway FAS A663, Germantown Rd
County Washington Region I
Type of Work Grade-Pave Funds HES
State____ Consultant ____ Plans Avail.___Yes ___No

Const Noise -

2 Exc

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

9357.
CV

L.

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 1334

7-24-81

Attention: Right-of-way Section

Subject: Federal Aid Project No. HES-A663(1) Prefix 534-1904

Project Name Germantown Rd. at Cornelius Pass Rd.
Germantown Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 27 1981
M AM ADM RBR CA RS
PMS AS CE OS TA Roc
7

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillboro, Oregon, this 21st day of July, 1981

County of WASHINGTON

County ~~Judge~~ /Chairman

Commissioner

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 81-380
DATE 7-21-81

Commissioner

G M RP

Certified By:
Kenneth Wolfe
Regional Right-of-Way Supervisor
Date 7-24-81

Instructions: Complete A or B and C.

9357

7-6-81

**INDEX OF SHEETS**

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2 | Typical Sections & Summary |
| 3 | Plan & Profile |
| | |
| | |

Temp. Prot. & Dir. Of Traffic Not Included

STATE OF

# DEPARTMENT OF T

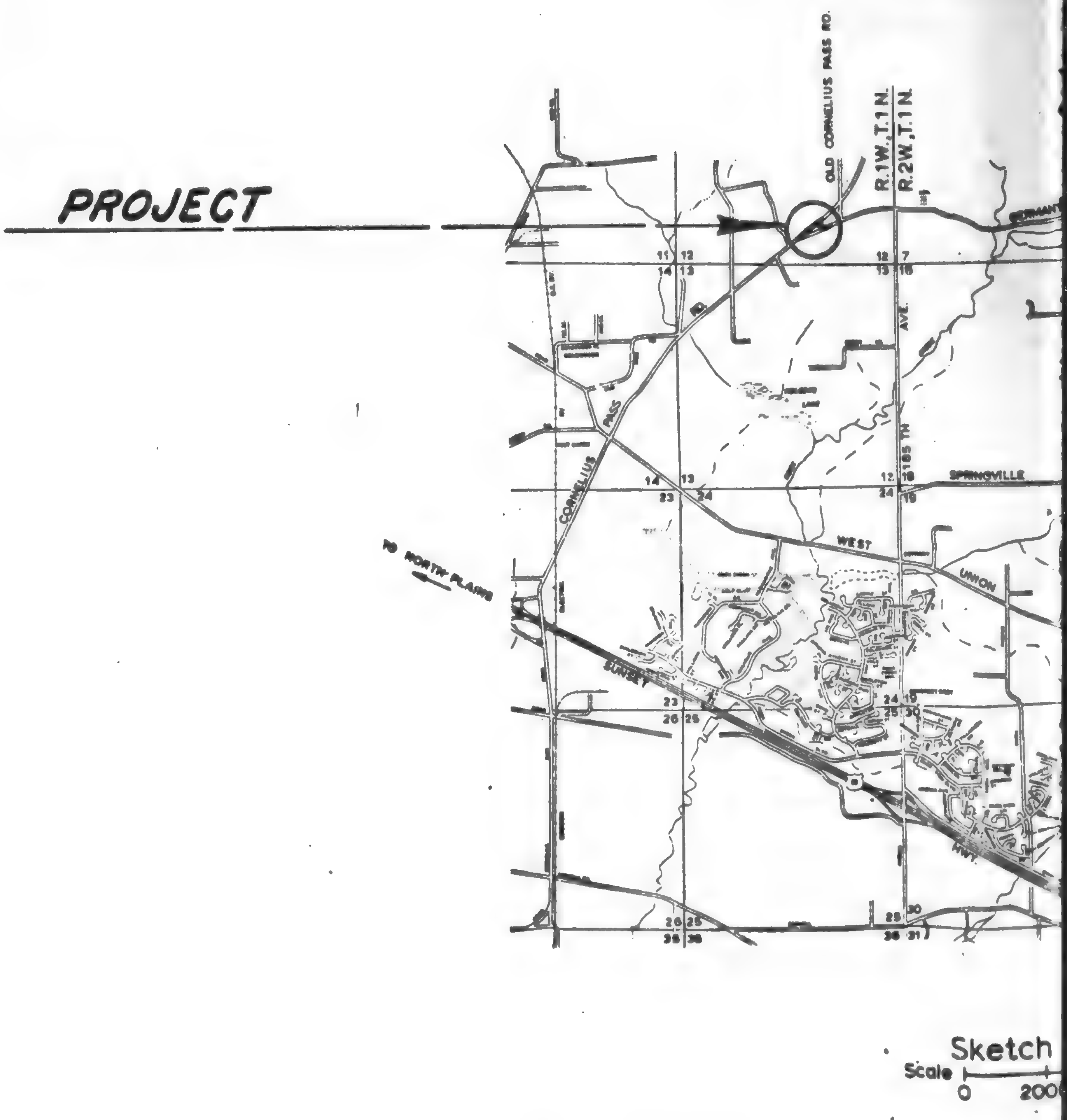
STATE HIGHW

PLANS FOR PROPO

# GERMANTOWN RD. AT CO

## FAS A663 (GERM

### WASHINGTON


PROJECT
OLD CORNELIUS PASS RD.
R.1W.,T.1N.
R.2W.,T.1N.
CORNELIUS PASS
SPRINGVILLE
WEST
UNION
SUNSET
TO NORTH PLAINS
185 TH AVE.
11 12
14 13
12 7
13 18
14 13
23 24
12 18
24 19
23
26 25
24 19
25 30
26 25
35 36
25 30
36 31
Sketch
Scale
0
200

OF OREGON

# F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

# CORNELIUS PASS RD. SEC.

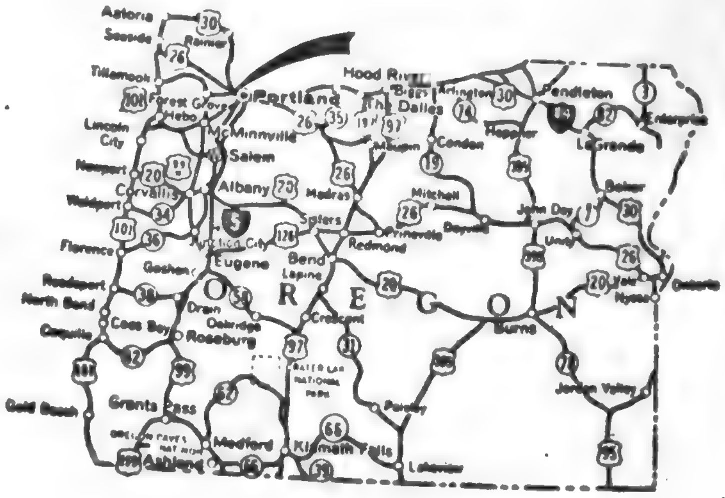
## ERMANTOWN RD.)

## IGTON COUNTY

PRELIMINARY COPY
JUN 24 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| GERMANTOWN RD. AT CORNELIUS PASS RD. SEC.<br>FAS A663 (GERMANTOWN RD.)<br>WASHINGTON COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

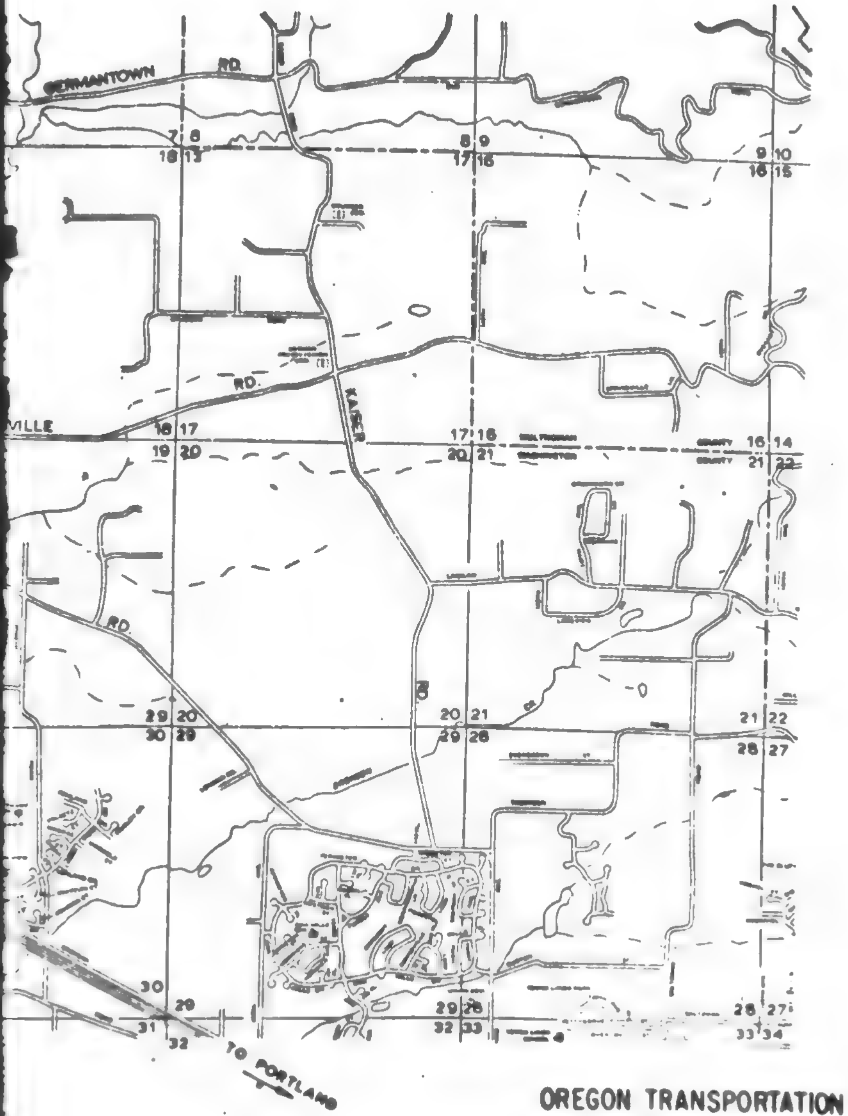
HES


Astoria
Seaside
Tillamook
Forest Grove
Hebo
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Portland
McMinnville
Salem
Albany
Corvallis
Eugene
Goshen
Drain
Oakridge
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Hood River
The Dalles
Biggs
Arlington
Condon
Pendleton
La Grande
Enterprise
Baker
Madras
Sisters
Redmond
Prineville
Bend
La Pine
Mitchell
John Day
Burns
Ontario
Jordan Valley
Crescent
Crater Lake National Park
O R E G O N

APPROVED AS NOTED

For WASHINGTON COUNTY

Date 7/6/81


GERMANTOWN RD.
RD.
KAISER
VILLE
RD.
TO PORTLAND
N
7 8
18 13
8 9
17 16
9 10
16 15
18 17
19 20
17 16
20 21
16 14
21 22
29 20
30 29
20 21
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28 27
30 29
31 32
29 28
32 33
28 27
33 34

tch Map

Feet
2000 4000

PRELIMINARY COPY
SUBJECT TO CHANGE

ECEIVED
Works
County

OCT 30 1980 H. S. COULTER

MAY 13, 1960 EDGAR S HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Peter J. Brix | COMMISSIONER |
| Robert F. Dwyer | COMMISSIONER |
| N. B. Giustina | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

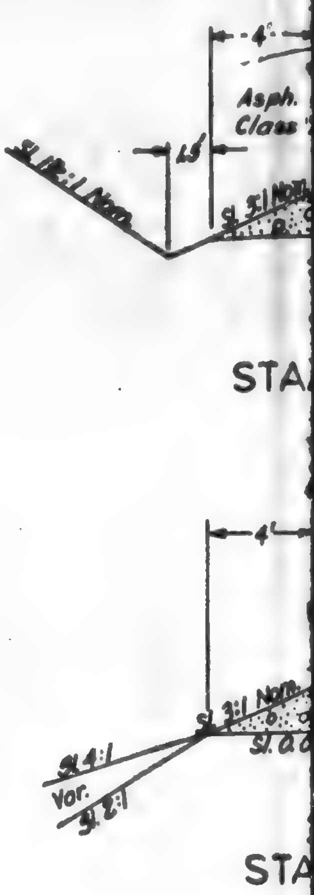
APPROVED:

FIELD OPERATIONS ENGINEER DATE

# SUMMARY

| ITEM | UNIT | QUANTITY | SEGREGATION OF QUANTITIES | |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | 13.25 | | |
| [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | 188 | | |
| [illegible] | Cu Yd | 303 | | |
| [illegible] | Cu Yd | 40 | | |
| [illegible] | Mil | 411 | | |
| [illegible] | Sq Yd | 1380 | | |
| 18" [illegible] | Lin Ft | 100 | | |
| [illegible] | Each | 1 | | |
| [illegible] | Each | 1 | | |
| [illegible] | M-Gal | 27 | | |
| Aggregate Base | Ton | 1615 | | |
| Class B Asph Conc | Ton | 766 | | |
| [illegible] | Ton | 50 | | |
| [illegible] | Ton | [illegible] | | |
| [illegible] | [illegible] | All | | |

# TYPICA


4'
Asph.
Class
Sl. 1½:1 Nom.
1.5'
Sl. 3:1 Nom.
STA
4'
Sl. 3:1 Nom.
Sl. 4:1
Var.
Sl. 2:1
STA

R/W Nap 68-15-4

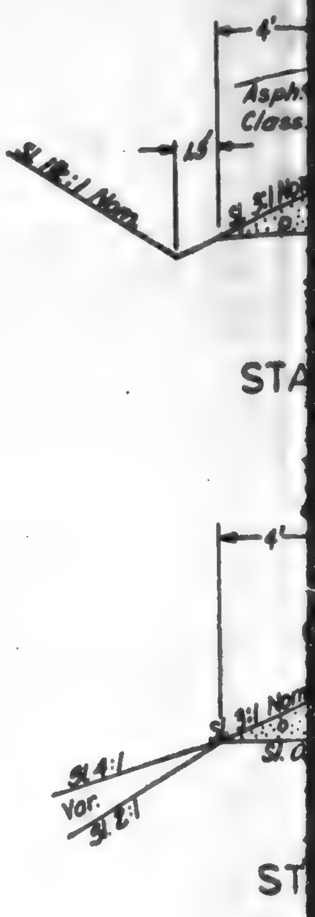
# SUMMARY

| ITEM | UNIT | QUANTITY | SEGREGATION OF QUANTITIES | |
|---|---|---|---|---|

| No. | Item | Code | Unit | Quant. |
|---|---|---|---|---|
| | Mobilization | | All | All |
| | Temp Prot & Direction of Traffic | | All | All |
| | Clearing & Grubbing | | Acre<br>Lump Sum | 0.25 |
| | Removal of Structures & Obstructions | | All | All |
| | Flagman | | Hr | 100 |
| | Exc (839 C.Yd Excess) | | C Yd | 903 |
| | Tr. Exc | | C Yd | 40 |
| | Finish Rdbd & Slopes | | All | All |
| | Obliteration of Rdwy | | Sq Yd | 1380 |
| | 18" Culv. Pipe | | Lin Ft | 100 |
| | Rd Connection | | Each | 1 |
| | Approach | | Each | 1 |
| | Watering | | M-Gal | 27 |
| | Aggregate Base | | Ton | 1615 |
| | Class "B" Asph Conc | | Ton | 766 |
| | Asphalt In Mix | | Ton | 50 |
| | Tack Coat | | Ton | 0.4 |
| | Seeding & Mulching | | All | All |

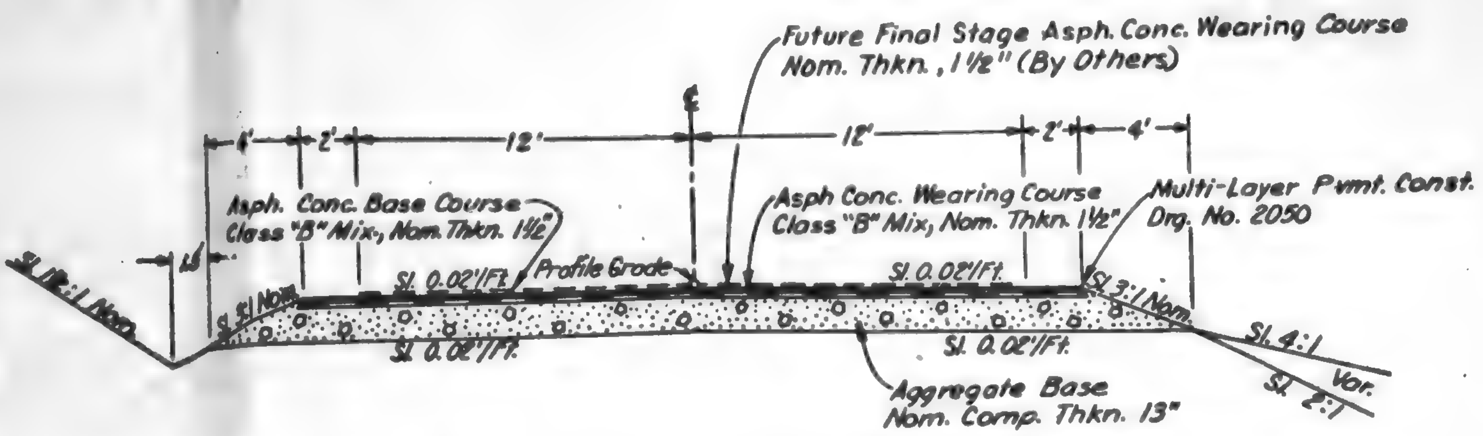
Hansen, Vincent, Wetzel

## TYPICA

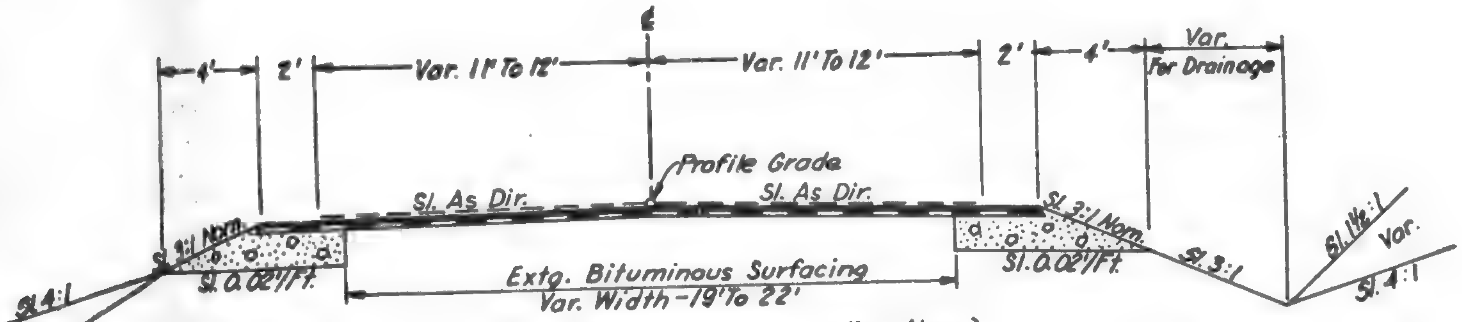


# TYPICAL SECTIONS

| GERMANTOWN RD. AT CORNELIUS PASS RD. SEC.<br>FAS A663 (GERMANTOWN RD.)<br>WASHINGTON COUNTY | | | | SHEET No. 2 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn., 1½" (By Others)
℄
4'
2'
12'
12'
2'
4'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. 1½"
Asph Conc. Wearing Course
Class "B" Mix, Nom. Thkn. 1½"
Multi-Layer Pvmt. Const.
Drg. No. 2050
Sl. 1½:1 Nom.
1.5'
Sl. 3:1 Nom.
Sl. 0.02'/Ft.
Profile Grade
Sl. 0.02'/Ft.
Sl. 3:1 Nom.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Var.
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn. 13"

STA. "G2" 181+55.01 To STA. "G2" 182+96.08


℄
4'
2'
Var. 11' To 12'
Var. 11' To 12'
2'
4'
Var.
For Drainage
Profile Grade
Sl. As Dir.
Sl. As Dir.
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Extg. Bituminous Surfacing
Var. Width - 19' To 22'
Sl. 3:1
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 2:1

(For Surfacing Details Not Shown, See Section Above)

STA. "G2" 182+96.08 To STA. "G2" 183+96.08 (Taper Section)
"C" 171+45.74 To "C" 172+60 (Taper Section)
"C" 172+60 To "C" 177+35
"C" 177+35 To "C" 178+35 (Taper Section)

9357

# FINAL SOILS AND GEOLOGY REPORT
Germantown Rd. @ Cornelius Pass Rd.
Germantown Rd. (FAS A663)
Washington County
Prefix: # 534-1904
May 1, 1981

| | |
|---|---|
| 1. TYPICAL SOIL: | The typical soil is a CLAYEY-SILT. |
| 2. GRANULAR MATERIAL: | No granular material should be encountered on this project. |
| 3. DRAINAGE: | The designed drainage is adequate and no problems are anticipated. |
| 4. SLOPE DESIGN: | The amount of cut and fill is minor and no problems are anticipated. The excess material from the cut sections could possibly be wasted at Krueger Quarry. |
| 5. BASE DESIGN: | The attached Base Design was provided by the Salem Surfacing Design Section. |
| 6. MATERIAL SOURCES: | There are no State owned sources available for this project. The following is a partial list of qualified commercial sources which could provide the aggregate material:<br>Baker Quarry<br>Grabhorn (L.H. Cobb)<br>Cascade Construction |

## OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Germantown Rd. at Cornelius Pass Rd.
Date March 12, 1980
Highway: F.A.S. A663 Germantown Rd.
Twenty Year Traffic Coefficient 6.5
County: Washington
18 kip s.a. per day 8.9
Prefix: 534-1904
R value 9
Res. Engr. E. Purdy
Frost Penetration - - - -
CBE Total Requirement 21.0"

### STRUCTURAL SECTION
### NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 3.0" | A.C. | 6.0 |
| 13.0" | A.B. | 13.0 |
| 17.5" | | 22.0" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

9357 11-18-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ES-A663(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90266

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO Maehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-24
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11/18/80

FEDERAL ROUTE NUMBER Secondary A663

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Germantown Road at Cornelius Pass Road

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program change see below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/13/80 I approve the revised Preliminary Engineering Costs to a TEC of $12,700 Federal Funds $11,430.

(Increase TEC $6,800 Federal Funds $6,120)

DATE 11/18/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—031-895

9357

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

7-17-79

FEDERAL AID PROJECT NO.: HES-A663(1)

STATE [illegible]ECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 90266

FROM: G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 25 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

4

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 7-17-79

FEDERAL ROUTE NUMBER: Secondary A663

STATE ROUTE NUMBER: County Road

GENERAL LOCATION: Germantown Road at Cornelius Pass Road

GENERAL DESCRIPTION OF WORK: Preliminary Engineer

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-10-79 I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2 par. 10e.

You are now authorized to proceed with the work shown above for a TEC of $5,900 with federal participation limited to $5,310.

DATE: 7-17-79

SIGNATURE OF APPROVING OFFICIAL: G.K. Hosmer

TITLE: for Division Administration

FORM PR-1240
REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

July 10, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** D. E. Swan
Operation Programming Engineer

**SUBJECT:** Project Data Submission
Item No. 90266
Project No. HES-A663(1)
Germantown Road @ Cornelius Pass Road Section
Washington County

Attached data consists of PR-1 forms with project maps, project request, project investigation report, collision diagram, other traffic data, picture and sketch maps.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $5,900 with an obligation of $5,310 in federal funds.

DRH:fkc
Attachments

cc: L. E. George
E. L. Hardt, Region 1
R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro

1981 Riv. Rd. Transit Sta. Sec. 935
of Belt Line Hwy. in Eugene. (GR,
pav,sign,illum,sgig,landscp,builds)

L & A 7053 - 6-26-79
10,327 — 10-29-79, 8-24-81, 12-8-82

9358

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 20, 1988

CITY: Lane Transit District AGREEMENT NO: 7053 PROJECT NO: M-0000(12)

CONTRACT NO: 9358 SECTION: Riviera Transit Station

PRELIMINARY ENGINEERING (PREFIX NO. 320-1947):

| | | |
|---|---|---|
| Project Manager | | $ 2,753.98 |
| Consultant Fees | | 45,000.00 |
| Final Design | | 162.42 |
| Bridge Design | | 1,647.79 |
| Region Geology | | 86.43 |
| Landscape Section | | 169.61 |
| Region Utility Liaison | | 18.90 |
| Program Section | | 140.29 |
| Specifications Section | | 3,341.05 |
| Administrative Services | | 10.12 |
| Environmental Section | | 62.94 |
| | TOTAL P.E. COST | $ 53,393.53 |

CONSTRUCTION (PREFIX NO. 320-1048 & C09358):

| | | |
|---|---|---|
| Payment to Contractor ($667.28 Nonparticipating) | | $ 539,552.13 |
| Interest Paid Contractor (Nonparticipating) | | 73.97 |
| Credit for Liquidated Damages ($10.80 Nonparticipating) | | (675.00) |
| SFO #1 Permanent Signing | | 484.24 |
| SFO #2 Install Water & Electrical Connections | | 3,084.00 |
| Construction Engineering ($7,446.16 Nonparticipating) | | 70,904.79 |
| Consultant Fee | | 7,181.67 |
| Audit Services | | 218.59 |
| Program Section | | 50.58 |
| Materials Testing | | 9,931.85 |
| Construction Section | | 821.73 |
| Technical Services | | 519.58 |
| Specifications | | 72.52 |
| | TOTAL CONSTRUCTION COST | $ 632,220.65 |

SUMMARY:

| | | |
|---|---|---|
| Total P.E. Cost | | $ 53,393.53 |
| Total Construction Cost | | 632,220.65 |
| | TOTAL PROJECT COST | $ 685,614.18 |
| Less Federal Funds: | | |
| P.E. | | (47,066.40) |
| Construction | | (550,282.03) |
| Less Public Transit Share | | (40,079.00) |
| | LANE TRANSIT SHARE | $ 48,186.75 |
| Less Previous Deposits: | | |
| P.E. 7-9-79 | | (1,803.00) |
| Construction 10-9-81 | | (47,110.00) |
| | REFUND DUE LANE TRANSIT | $ 726.25 |

GEZ:bkw

cc: Victor Dodier Jack Ayres
Diane Galida LPG Files

. 9358

(ORIGINAL) 3201048, 3201947, 9358

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-4-88

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD
FROM 6-14-79
TO 1-28-87 Revised

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M0000(12)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

32

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 4.40-<br>632,220.65 const<br>53,393.53 Pe<br>4.40+ | 624,044.04<br>53,393.53 | .8818<br>.8815 | 550,282.03<br>47,066.40 | 550,282.03<br>47,066.40 | 0.00<br>0.00 |
| 685,614.18 | 677,437.57 | | 597,348.43 | 597,348.43 | 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY
Oregon

DATE
4-4-88

SIGNATURE OF AUTHORIZED OFFICIAL
Asst. Controller

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | RIVER ROAD TRANSIT STATION<br>BELTLINE HIGHWAY<br>LANE COUNTY | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code PE | | | | | |
| | Work by Lutes & Sanetel Architects | All Required | | | 45,000.00 | |
| | State | All Required | | | 8,393.53 | |
| | TOTAL PARTICIPATING PRELIMINARY ENGINEERING | | | | 53,393.53 | |
| | Construction | | | | | |
| | Type Code Y108 | | | | | |
| | Roadway (Beltine Highway at River Road) | | | | | |
| | Final contract payment summary | Lump Sum | | | 538,884.85 | |
| SFO | #1Permanet pavement striping (State) | All Required | | | 484.24 | |
| SFO | #2Install water service and meter and electrical connection (Eugene water and electric board) | All Required | | | 3,084.00 | |
| | TOTAL PARTICIPATING CONSTRUCTION | | | | 542,453.09 | |
| | Construction Engineering | | | | | |
| | Liquidated damages | Lump Sum | | | (664.20) | |
| SFO | #3Architect services (Lutes, Sanetel) | All Required | | | 7,181.67 | |
| | State | All Required | | | 74,854.89 | |
| | TOTAL PARTICIPATING CONSTRUCTION ENGINEERING | | | | 81,372.36 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | All Required | | | 218.59 | |
| | TOTAL PARTICIPATING PROJECT COST | | | | 677,437.57 | |
| | Nonparticipating Project Cost | | | | | |
| | Final contract payment summary | Lump Sum | | | 667.28 | |
| | Construction Engineering (State) | All Required | | | 7,446.16 | |
| | Interest on Final Payments | All Required | | | 73.97 | |
| | Liquidated damages | Lump Sum | | | (10.80) | |
| | TOTAL NONPARTICIPATING PROJECT COST | | | | 8,176.61 | |
| | TOTAL PROJECT COST | | | | $685,614.18 | |
| | Prepared based on Participating Cost as shown on the Federal Billing as of 3-30-88. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

☆U.S. Government Printing Office: 1985—480-578/40088

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                              320   1946    905    00 P 1                                                  358.33
                              320   1946    911    00 P 1                                                3,662.45
                              320   1946    914    00 P 1                                                  499.53
                              320   1946    917    00 P 1                                                  448.23
                              320   1946    918    00 P 1                                                   44.53
                              320   1946    320    00 P 1                                                  350.07
                              320   1946    921    00 P 1                                                2,189.05
                              320   1946    922    00 P 1                                                   38.85
                              320   1946    932    00 P 1                                                  238.40
                                            TOT    P1                  .47CR          1,181.80             9,104.02
                                            TOT    N1                                   129.45               129.45
                                       ** JOB TOTALS **                .47CR**        1,311.25  **         9,233.47  **

                                                                                                                    STATE
RIVIERA TRANSIT STATION     CONT NO      * FA PROJ NOS M   0000012 100
                              320   1947    296    00 N 9  Tr. St.                                      50,633.29CR


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1985          PAGE 1013
                                                                             FISCAL            GRAND TOTAL
     DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                              320   1947    297    00 N 9  Tr. CO.                                    1,403.00
                              320   1947    298    00 N 9  " Fed.                                    47,230.29
                              320   1947    299    00 N 9  " ~~RR~~, Public Tr. Div.                  2,000.00
                              320   1947    901    00 P 1  Proj. Mgr.                                 2,867.38
                              320   1947    903    00 P 1  Pay Loc. Govt                             18,327.57
                              320   1947    904    00 P 1  Consultant Fees                           26,672.43
                              320   1947    905    00 P 1  Fin DEs                                      162.42
                              320   1947    506    00 P 1  Br. Des.                                   1,647.79
                              320   1947    910    00 P 1  Reg. Geology                                  86.43
                              320   1947    912    00 P 1  Landscape Sec.                               169.61
                              320   1947    914    00 P 1  Reg. Ut. Liaison                              18.90
                              320   1947    920    00 P 1  Prog. Sec.                                   140.29
                              320   1947    921    00 P 1  Specs.                                     3,413.57
                              320   1947    922    00 P 1  Adm. Serv.                                    10.12
                              320   1947    923    00 P 1  Env. Sec.                                     62.94
                                            TOT    P1                                                53,579.45
                                       ** JOB TOTALS **              **              **              53,579.45  **

                                                                                                                    STATE
29TH AVE-ALDER ST (EUGENE)  CONT NO      * FA PROJ NOS M   1145001 100
                              320   1949    295    00 N 9                                             1,500.00
                              320   1949    296    00 N 9                                            19,387.62CR
                              320   1949    298    00 N 9                                            17,887.67
                              320   1949    901    00 P 1                                               350.13
                              320   1949    901    00 N 1                                                12.90
                              320   1949    905    00 P 1                                             2,034.47
                              320   1949    906    00 P 1                                             1,020.89
                              320   1949    907    00 P 1                                               196.65
                              320   1949    910    00 P 1                                               720.84
                              320   1949    910    00 N 1                                                 4.55CR
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                         JOB COST SUMMARY RUN ON  05-12-88
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 05/06/88
                                               CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------       ----------
                                                                            53,579.45 ***
C3201947 011                               0100                             53,579.45
OBJ-DETAIL
                                                                            53,579.45 SUBTOTAL
ACTIVITY
                                                                              -113.40
C3201947 011    900      504             0521                               -113.40
OBJ-DETAIL 504
                                                                              -113.40 SUBTOTAL Proj. Mgr.
ACTIVITY   900
                                                                               -68.12
C3201947 011    921      001             1001                                -68.12 $ -72.52
OBJ-DETAIL 001
                                                                               -68.12 SUBTOTAL Specs.
ACTIVITY   921
                                                                            53,397.93  53,393.53
SUB-JOB        011 SUBTOTAL
                                                                            53,397.93
EA             C3201947 TOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR |  | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RIV RD TRANSIT STATION | CONT NO 9358 FA PROJ NOS M 0000012 100 | | | | | | | | | STATE | |
| | 320 | 1048 | 201 | 00 | P 1 | Pay. Cont. | | | 539,552.12 | 81 | 84 |
| | 320 | 1048 | 203 | 00 | P 1 | Cr. Liq. Dam | | | 675.00CR | 82 | 82 |
| | 320 | 1048 | 204 | 00 | P 1 | Ret. Percentage Credit | | | 2,500.00CR | 81 | 84 |
| | 320 | 1048 | 270 | 01 | P 1 | SEO #1 | | | 484.24 | 82 | 83 |
| | 320 | 1048 | 270 | 02 | P 1 | " #2 | | | 3,084.00 | 82 | 82 |
| | 320 | 1048 | 296 | 00 | N 9 | Tr. St. | | 3,152.00CR | 620,742.00CR | 81 | 84 |
| | 320 | 1048 | 297 | 00 | N 9 | Tr. Co. | | | 43,110.00 | 82 | 82 |
| | 320 | 1048 | 298 | 00 | N 9 | Tr. Fed | | 3,152.00 | 553,152.00 | 81 | 84 |
| | 320 | 1048 | 299 | 00 | N 9 | Tr. Pub. Transit | | | 24,480.00 | 82 | 82 |
| | 320 | 1048 | 900 | 00 | P 1 | Const. Engr. | | | 69,285.92 | 81 | 84 |
| | 320 | 1048 | 900 | 00 | N 1 | " " | | | 1,436.74 | 82 | 82 |
| | 320 | 1048 | 904 | 03 | P 1 | Consult. Fee | | | 7,181.67 | 82 | 83 |
| | 320 | 1048 | 915 | 00 | P 1 | Audit Serv. | | | 218.59 | 83 | 83 |
| | 320 | 1048 | 920 | 00 | P 1 | Progr. Sec. | | | 50.58 | 81 | 82 |
| | 320 | 1048 | 940 | 00 | P 1 | Materials Test | 03CR | 226.66 | 4,710.28 | 82 | 85 |
| | 320 | 1048 | 941 | 00 | P 1 | " " | | | 14.58 | 82 | 83 |
| | 320 | 1048 | 942 | 00 | P 1 | " " | | | 5,078.13 | 82 | 83 |
| | 320 | 1048 | 944 | 00 | P 1 | Technical Serv. | | | 519.58 | 81 | 84 |
| | 320 | 1048 | 945 | 00 | P 1 | Const. Sec. | 91CR | 202.46 | 568.10 | 81 | 85 |
| | 320 | 1048 | 948 | 00 | P 1 | Gen. Const. Engr | | | 68.73 | 82 | 83 |
| | 320 | 1048 | 950 | 00 | P 1 | Training | | | 320.83 | 82 | 82 |
| | | | TOT | | P1 | | 1.94CR | 429.12 | 627,962.35 | | |
| | | | TOT | | N1 | | | | 1,436.74 | | |
| | | | ** JOB TOTALS ** | | | | 1.94CR** | 429.12 ** | 629,399.09 ** | | |
| OWOSSO BIKE BR (EUGENE) | CONT NO * FA PROJ NOS TOR 1007003 100 | | | | | | | | | STATE | |
| | 320 | 1051 | 296 | 00 | N 9 | | | 1,857.81CR | 100,200.00CR | 82 | 84 |
| | 320 | 1051 | 298 | 00 | N 9 | | | 1,857.81 | 100,200.00 | 82 | 84 |
| | 320 | 1051 | 900 | 00 | P 1 | | | | 334.27 | 82 | 83 |
| | 320 | 1051 | 903 | 00 | P 1 | | | 1,857.81 | 99,857.81 | 82 | 84 |
| | 320 | 1051 | 948 | 00 | P 1 | | | | 7.92 | 83 | 83 |
| | | | TOT | | P1 | | | 1,857.81 | 100,200.00 | | |
| | | | ** JOB TOTALS ** | | | | ** | 1,857.81 ** | 100,200.00 ** | | |
| TRANSIT PASS AMENITIES | CONT NO * FA PROJ NOS TOR 1007001 100 | | | | | | | | | STATE | |
| | 320 | 1052 | 296 | 00 | N 9 | | | | 686.36CR | 82 | 84 |
| | 320 | 1052 | 298 | 00 | N 9 | | | | 449.54 | 82 | 83 |
| | 320 | 1052 | 299 | 00 | N 9 | | | | 236.82 | 84 | 84 |
| | 320 | 1052 | 900 | 00 | N 1 | | | | 101.64 | 83 | 83 |
| | 320 | 1052 | 915 | 00 | P 1 | | | | 449.54 | 83 | 83 |
| | 320 | 1052 | 920 | 00 | N 1 | | | | 119.08 | 83 | 83 |
| | 320 | 1052 | 948 | 00 | N 1 | | | | 16.10 | 83 | 83 |
| | | | TOT | | P1 | | | | 449.54 | | |
| | | | TOT | | N1 | | | | 236.82 | | |
| | | | ** JOB TOTALS ** | | | | ** | ** | 686.36 ** | | |

```
PAGE      1

                      JOB COST SUMMARY RUN ON  05-12-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 05/06/88

                                             CREW   MSA        CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----          -------        ----------
C09358      000               555        0521 Contract Accnting                     2.37
OBJ-DETAIL 555                                                                     2.37

ACTIVITY                                                                           2.37 SUBTOTAL Data Entry ✓

C09358      000     010       001        0821 Quality control Group               251.26
OBJ-DETAIL 001                                                                   251.26

ACTIVITY    010 Superv. & Adm.                                                   251.26 SUBTOTAL Const. Sec. ✓

C09358      000     900       504        0521 Contract Acctng                     113.40
OBJ-DETAIL 504                                                                   113.40

ACTIVITY    900 Engineering - Field offices                                      113.40 SUBTOTAL ~~Proj. Mgr.~~ Const. Engring ✓

C09358      000     921       001        1001 Metro-Des. Group                     68.12
OBJ-DETAIL 001                                                                    68.12   72.52

ACTIVITY    921 Specs.                                                            68.12 SUBTOTAL Specs ✓

C09358      000     940       001        8240                                    128.86
OBJ-DETAIL 001                                                                   128.86

ACTIVITY    940 Materials testing                                                128.86 SUBTOTAL Materials Test. ✓

SUB-JOB     000 SUBTOTAL                                                         564.01

C09358      001              349         0100 State Highway Engr.                  73.97
OBJ-DETAIL 349           Interest on                                              73.97
                         Vendor Payment
ACTIVITY                                                                          73.97 SUBTOTAL N-P Interest ✓

SUB-JOB     001 SUBTOTAL                                                          73.97

C09358      010                          3000 Region 3                         1,436.74 *** Const. Engring N-P ✓
OBJ-DETAIL                                                                     1,436.74

C09358      010               300        0100 State Hwy. Engr.                   667.28
OBJ-DETAIL 300                                                                   667.28 Payment to Contractor N-P ✓

ACTIVITY                                                                       2,104.02 SUBTOTAL N-P

C09358      010     201       304        0100 State Hwy. Engr.                   -10.80

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  05-12-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 05/06/88

                                             CREW   MSA          CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--          ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL  304  Cr. Liq. Damages                                               -10.80

ACTIVITY    201                                                                 -10.80 SUBTOTAL N-P Liquidated damages

C09358      010      900       598       0100 state Hwy. Engr.                6,009.42
OBJ-DETAIL  598                                                               6,009.42

ACTIVITY    900                                                               6,009.42 SUBTOTAL N-P Construction Engineering

SUB-JOB     010 SUBTOTAL                                                      8,102.64

C09358      011                          3000 Req. 3                        627,962.35 ***
OBJ-DETAIL                                                                  627,962.35

C09358      011                300       0100 st. Hwy. Eng                     -667.27
OBJ-DETAIL  300                                                                -667.27 Payment to contractor

C09358      011                598       0100 "   "   "
OBJ-DETAIL  598

ACTIVITY                                                                    627,295.08 SUBTOTAL

C09358      011      020       598       0100 "   "   "                         -320.83
OBJ-DETAIL  598                                                                -320.83

ACTIVITY    020                                                              ~~-320.83 SUBTOTAL Training~~

C09358      011      201       304       0100 "   "   "                           10.80
OBJ-DETAIL  304 Liq. Dam.                                                        10.80

ACTIVITY    201                                                                  10.80 SUBTOTAL Liq. Dam ~~Payment to Contractor~~

C09358      011      900       598       0100 "   "   "                       -6,009.42
OBJ-DETAIL  598                                                              -6,009.42

ACTIVITY    900                                                              -6,009.42 SUBTOTAL Const. Engineering

SUB-JOB     011 SUBTOTAL                                                    620,975.63

EA          C09358 TOTAL                                                    629,716.25
                                                                              2 500.00
                                                                            ----------
                                                                            632,216.25

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

9358

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>3-71 | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| MODIFICATION NUMBER<br>3 | 3-5-87 | Project Number<br>M-0000(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 7, 19 79, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 680,912.00 | $ 684,928.00 |
| Federal funds | $ 600,392.00 | $ 603,933.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

~~By~~ For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 27, 1987

Federal-Aid Project No. M-0000(12)

River Road Transit Station
Beltline Highway
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering (State Forces) | All Required | $ 30,300.00 |
| Preliminary Engineering (Consultant Agreement/ Lutes; Santel/Architects P.C.) | All Required | 37,000.00 |

Type Code Y108
Roadway (Beltline Highway @ River Road)

| | | |
|---|---|---|
| Subtotal from Estimate of October 8, 1987 | | $540,628.00 |
| | Engineering | 77,000.00 |
| | Total | $617,628.00 |

Length of Project --------------- 0.0 miles

## SUMMARY OF FUNDS

| Description | | Total Cost | Federal Funds | LTD Funds | Public Transit Funds |
|---|---|---|---|---|---|
| Preliminary Engineering (State Forces) | (88.15) | $ 30,300.00 | $ 26,694.00 | $ 1,803.00 | $ 1,803.00 |
| Preliminary Engineering (Consultant-Agreement) | (88.15) | 37,000.00 | 32,615.00 | 2,193.00 | 2,192.00 |
| Roadway | (88.18) | 617,628.00 | 544,624.00 | 36,502.00 | 36,502.00 |
| | | $684,928.00 | $603,933.00 | $40,498.00 | $40,498.00 |

Appn Code W32
Group 1 = 100%
Contract No. 9358
Prefix: 320-1947 (PE)
C09358 (Constr.)

RLC:me

9358 4

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>10-54 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>LANE |
| MODIFICATION NUMBER<br>2 | 10-9-81 | Project Number<br>M-0000(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 7, 1979, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 67,300.00 | $ 680,912.00 |
| Federal funds | $ 59,309.00 | $ 600,392.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Exec. Asst. to State Hwy. Engr.
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 8, 1981

Federal Aid Project
No. M-0000(12)

River Road Transit Station
Beltline Highway
Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

### Type Code PE
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering (State Forces) | All Required | $ 30,300.00 |
| Preliminary Engineering (Consultant Agreement/Lutes; Santel/Architects P.C.) | All Required | 37,000.00 |

### Type Code Y108
### Roadway (Beltline Highway at River Road)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 48,729.40 |
| Temporary Protection and Direction of Traffic | | All Required | 500.00 |
| Clearing and Grubbing | | All Required | 1,850.00 |
| Removal of Structures and Obstructions | | All Required | 1,500.00 |
| Grading Work | | All Required | 7,650.00 |
| Coarse Aggregate Base | 2,840 Ton | 3.80 | 10,792.00 |
| 3/4"-0 Aggregate Base | 3,400 Ton | 3.80 | 12.920.00 |
| Class "C" Asphalt Concrete | 950 Ton | 27.00 | 25,650.00 |
| 4-inch Sewer Pipe | 280 Lin. Ft. | 7.40 | 2,072.00 |
| 6-inch Sewer Pipe | 1,200 Lin. Ft. | 8.00 | 9,600.00 |
| 8-inch Sewer Pipe | 100 Lin. Ft. | 8.50 | 850.00 |
| 18-inch Sewer Line | 5 Lin. Ft. | 120.00 | 600.00 |
| Concrete Manholes | 1 Each | 700.00 | 700.00 |
| Concrete Inlets, Type G | 5 Each | 425.00 | 2,125.00 |
| Area Drains | 3 Each | 225.00 | 675.00 |
| Type CL-4R Chain Link Fence | 430 Lin. Ft. | 3.50 | 1,505.00 |
| 8 1/2-inch Concrete Slab | 1,150 Sq. Yd. | 24.80 | 28,520.00 |
| Concrete Walks | 1,375 Sq. Yd. | 19.30 | 26,537.50 |
| Concrete Curbs, Type A | 1,150 Lin. Ft. | 6.25 | 7,187.50 |
| Concrete Curbs, Type C | 1,180 Lin. Ft. | 5.80 | 6,844.00 |
| Concrete Barrier | 375 Lin. Ft. | 29.00 | 10,875.00 |
| Bollards, Standard | 11 Each | 500.00 | 5,500.00 |

|  |  |  |  |
|---|---|---|---|
| Tree Gratings | 12 Each | 1,100.00 | 13,200.00 |
| Wood Sign Posts |  | All Required | 150.00 |
| Sign Foundation |  | All Required | 3,500.00 |
| Main Sign Space Frame |  | All Required | 3,000.00 |
| Illuminated Sign |  | All Required | 3,400.00 |
| Type "C" Signs in Place | 20 Each | 11.00 | 220.00 |
| Type "EE" Signs in Place | 100 Each | 11.00 | 1,100.00 |
| Pole Foundations |  | All Required | 5,175.00 |
| Roadway Lighting Poles |  | All Required | 5,925.00 |
| Luminaires and Ballasts |  | All Required | 7,075.00 |
| Switching, Conduit, Wiring, Lamps, Etc. |  | All Required | 10,500.00 |
| Traffic Signal Installation, Complete |  | All Required | 4,300.00 |
| Roadside Seeding and Mulching | 0.34 Acre | 2,200.00 | 748.00 |
| Furnishing and Planting Trees | 20 Each | 65.00 | 1,300.00 |
| Furnishing and Planting Shrubs | 6,927 Each | 1.80 | 12,468.60 |
| Sawdust Mulch | 6,850 Sq. Ft. | 0.50 | 3,425.00 |
| Lawn Construction | .17 Acre | 6,500.00 | 1,105.00 |
| Irrigation System |  | All Required | 10,000.00 |
| Electrical Distribution |  | All Required | 2,440.00 |
| Shelters and Toilet Buildings-Architectural |  | All Required | 188,608.00 |
| Shelters and Toilet Building-Mechanical |  | All Required | 21,256.00 |
| Shelter and Toilet Building-Electrical |  | All Required | 10,200.00 |
|  |  |  | $539,528.00 |

Anticipated Items

|  |  |  |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,000.00 |
| Temporary Erosion Control | All Required | 100.00 |
|  |  | $ 1,100.00 |
|  | SUBTOTAL | $540,628.00 |
|  | Engineering | 72,984.00 |
|  | TOTAL | $613,612.00 |

Length of Project ------------- 0.0 mile

Work Retained in Program Status

|  |  |  |
|---|---|---|
| EWEB Systems Development Fee | All Required | $ 3,000.00 |
| Architect Services | All Required | 4,000.00 |
|  |  | $ 7,000.00 |

# SUMMARY OF FUNDS

| Description | | Total Cost | Federal Funds | LTD Funds | Public Transit Funds |
|---|---|---|---|---|---|
| Preliminary-Engineering (State Forces) | (88.15) | $ 30,300.00 | $ 26,694.00 | $ 1,803.00 | $ 1,803.00 |
| Preliminary-Engineering (Consultant-Agreement) | (88.15) | 37,000.00 | 32,615.00 | 2,193.00 | 2,192.00 |
| Roadway | (88.18) | 613,612.00 | 541,083.00 | 36,264.00 | 36,265.00 |
| | | $680,912.00 | $600,392.00 | $40,260.00 | $40,260.00 |

| | | |
|---|---|---|
| Group 1 | 100% | |
| Contract No. | 9358 | |
| Prefix: | 320-1947 | (PE) |
| | 320-1048 | (Constr.) |

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>12-108 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | te<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| MODIFICATION NUMBER<br>1 | 12/15/80 | Project Number<br>M-0000(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 19 79, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 30,300.00 | $ 67,300.00 |
| Federal funds | $ 26,694.00 | $ 59,309.00 |
| Other revisions | | |

This modification is made for the following reasons: To include approved increase under Consultant Agreement with Lutes/Santel/Architects P.C.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of December, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 11, 1980

Federal Aid Project
No. M-0000(12)

Riviera Transit System
County Road in Lane County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering (State Forces) | All Required | $ 30,300.00 |
| Preliminary Engineering (Consultant Agreement/Lutes; Santel/Architects P.C.) | All Required | 37,000.00 |

Length of Project --------- 0.0 mile

## SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering (State Forces) | $ 30,300.00 | $ 26,694.00 | $ 1,803.00 (General)<br>1,803.00 (LTD) |
| Preliminary Engineering (Consultant Agreement) | 37,000.00 | 32,615.00 | 2,192.50 (General)<br>2,192.50 (LTD) |
| Retain in Program<br>Contract Work | 336,700.00 | 296,306.00 | 20,197.00 (General)<br>20,197.00 (LTD) |
| TOTAL | $404,000.00 | $355,615.00 | $48,385.00 |

Group 1-100%
Prefix 320-1947

FILE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>11-43 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11-7-79 | te Oregon<br>County Lane<br>Project No. M-0000(12) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., River Rd. @ N. River Ave.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 6-14-79 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro Rata 88.1%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 30,300.00 | FEDERAL FUNDS<br>$ 26,694.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XX For: H. S. Coulter
By

State Highway Engineer
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For "G. L. Green"

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 2, 1979

Federal Aid Project
No. M-0000(12)

Riviera Transit Station
County Road in Lane

Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering

| | |
|---|---|
| All Required | $30,300.00 |
| Total | $30,300.00 |

Length of Project. . . . .0.0 mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | ~~County~~ Funds |
|---|---|---|---|
| Preliminary Engineering | $ 30,300.00 | $ 26,694.00 | $ 1,803.00(Gene<br>1,803.00(LTD) |
| Retain in Program<br>Contract Work | $336,700.00 | $296,306.00 | $20,197.00(Gene<br>20,197.00(LTD) |
| Total | $367,000.00 | $323,000.00 | $44,000.00 |

Group 1 - 100%
Prefix - 320-1947

933

jc cc: OSHD (Pulien)

**STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>12/9/86 | REPORT MADE BY<br>Richard R. Arnold, Area Engineer | | PROJECT NO.<br>M-0000(12) |
| COMPLETION DATE (Actual)<br>12/9/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>6/9/86 | TIME ELAPSED<br>101 % | CONTRACT TIME<br>275 CWD |

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RIVER ROAD TRANSIT STATION
BELT LINE ROAD
Grading, Paving, Landscaping, Signing & Building

This project provided for the construction of a parking facility, shelters, access lanes and landscaping for a suburban transit station. A contract in the amount of $539,528 was awarded Wildish Construction Co., Euguene, Oregon on October 15, 1981. Work began on October 23, 1981 and was completed in reasonably close conformance with the approved plans and specifications on Decembert 7, 1982 at a final estimated cost of $500,946.95.

A total of 278 calendar work days were used as compared to the 275 days allowed under the contracted. Liquidated damages are assessed accordingly.

The results of tests on job control samples or certifications indicate that the materials incorporated in the construction work and the construction operations controlled by sampling and testing were in reasonably close conformity with the approved plans and specifications.

All substantial changes were evaluated and ~~more~~ None meaningfully affected the total project cost. A 41% overrun in item 7, 3/4" Aggegate Base, was more than offset by an underrun in item 6, Course Aggregate Base.

- RRA -

RECEIVED
STATE HWY ENGR
JAN 30'87
REFER TO
Fredrickson
FC
Info | Inves | R/D | | sign | act | file

NOTED
V. E. SCHWART

Cy
1/6

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Richard R. Arnold | | SIGNATURE | |
| TITLE<br>Area Engineer | DATE<br>1/27/87 | TITLE<br>District Engineer B | DATE<br>4/28/87 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9358

August 18, 1986

CON 5 - #9358

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On July 3, 1986, we wrote to you concerning release of final payment on Contract No. 9358 awarded to Wildish Construction Co. for work on the River Road Transit Station Section of the Belt Line Highway in Lane County.

Final payment on this contract is $2,500.01 and the total contract amount is $538,877.13 and no work was performed under force account.

George Bell
Assistant Director

cc: Wildish Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9358

# REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

# ASSISTANT STATE HIGHWAY ENGINEER

6-10-86

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Donald W. Thompson, Inc.<br>Contract No. 9938 | Hubbard Creek Bridge<br>Curry County | 5/22/86 |
| P & F Construction<br>Contract No. 10076 | Charles Mack (Jenkins Prairie Road) Bridge<br>Coos County | 5/23/86 |
| Idaho Sand & Gravel Co.<br>Contract No. 9997 | OSHD Maint. Station-Jordan Cr.<br>Malheur County | 5/23/86 |
| Rogue River Paving Co.<br>Contract No. 9995 | Antioch Rd.-Crater Lake Hwy.<br>Jackson County | 5/23/86 |
| Eugene Sand & Gravel<br>Contract No. 9921 | Territorial Hwy. @ Lawrence Rd.<br>Lane County | 5/23/86 |
| R. L. Coats<br>Contract No. 9942 | Middle Fk. Cold Springs Canyon Br.<br>Umatilla County | 5/23/86 |
| Aubrey Mtn. Const. Co.<br>Contract No. 10057 | Co. Rd. (Myrtle Point-Sitkum Rd.)<br>Coos County - Steel Creek Bridge Sec. | 5/23/86 |
| Cherry City Electric<br>Contract No. 10055 | Corvallis/Newport Hwy. # 15th (Cor.)<br>Benton County | 5/23/86 |
| K-2 Construction Co.<br>Contract No. 9929 | McKay Cr. & Ochoco Cr. Bridges<br>Crook County | 5/23/86 |
| Cascade Construction Co.<br>Contract No. 9538 | SW Main Ave.-SW Alice Ln.(Beaverton)<br>Washington County | 5/23/86 |
| Mid-Columbia Paving Co.<br>Contract No. 10020 | Mt. Hood & Hood River Hwys. Patching<br>Hood River County | 5/23/86 |
| Wildish Corvallis Const.<br>Contract No. 10117 | Poodle Cr.-Knight Rd. (Unit 2)<br>Lane County | 5/27/86 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Baker Redi-Mix, Inc.<br>Contract No. 9731 | Main St.-S. Bridge St. (Baker)<br>Baker County | 5/27/86 |
| A. K. Lundmark & Son<br>Contract No. 10032 | Thomas Cr. (Jordan Rd.) Bridge<br>Linn County | 5/27/86 |
| L. T. Contractors, Inc.<br>Contract No. 10056 | Mult. & Clack. Co. Seal Project<br>Multnomah & Clackamas Counties | 5/27/86 |
| Eugene Sand & Gravel<br>Contract No. 9798 | Beltline Rd. to Bertelsen Rd.<br>Lane County | 6/6/86 |
| Douglas S. Coats, Inc.<br>Contract No. 9773 | Deschutes R. (General Patch) Br.<br>Deschutes County | 6/6/86 |
| Tidewater Contractors, Inc.<br>Contract No. 9987 | Euchre Creek-Ophir Rest Area<br>Curry County | 6/6/86 |
| Butler-Sealant<br>Contract No. 9770 | Dodson O'xing.<br>Multnomah County | 6/6/86 |
| Oregon Asphaltic Paving<br>Contract No. 9866 | Scholls Hwy. @ SW Nicol Rd.<br>Washington County | 6/6/86 |
| Wildish Const. Co.<br>Contract No. 9358 | River Road Transit Station<br>Lane County | 6/9/86 |

EXPENDITURE RECAP

| | ABOVE PROJECTS | FY TO DATE |
|---|---|---|
| Original Authorization | $ 8,609,663.08 | $175,599,834.30 |
| Anticipated Costs | 8,699,808.11 | 177,121,231.83 |
| | +1.04% | +0.09% |

W. E. Schwartz 6/10/86
Assistant State Highway Engineer

735

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** Gerald Wimer
Construction Operations Engineer

**DATE:** Feb. 24, 1986

**FROM:** Bill Quinn
Region 3 Construction Engineer

**SUBJECT:** River Road Transit Station
Contract No. 9358

In reply to your letter dated February 10, 1986 regarding deficiencies in the documentation on the subject project consider the following:

1. The CL-4R chain link fence should be accepted based on the statement of compliance as having only 1.2 oz. of zinc coating and the price reduction of $667.28 as determined by your office should either be assessed or considered as non-participating.

2. The concrete barrier should be accepted as suitable based on our Field Inspection Report with the attached letter from the Contractor. The total length of the barrier is only 364.3 feet and is used as partition between slow moving busses and a parking lot. I feel it would be asinine to not recommend acceptance of this barrier for lack of certification on 365 feet of wire mesh.

3. A copy the test summary sheet for bid item 16 is attached as submitted in 1983.

As for the last paragraph on the first page of the February 10, 1986 letter, it appears that these items have already been reported to the Assistant State Highway Engineer.

BQ/cg

cc: Larry Lindley
file

Attachments

bc: W. E. Schwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
FEB 27 '86
REFER TO
FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

9358

**STATE OF OREGON** — **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9358

TO: Bill Quinn
Region 3 Construction Engineer

DATE: February 10, 1986

ORIGINAL SIGNED BY

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: River Road Transit Station
Contract No. 9358

During our cursory review of the material summary certified December 9, 1985, and submitted April 1, 1983 for this project by your Region, we found the following non-resolved deficiencies in the materials records:

1. Statement of compliance from contractor for CL-4R chain link fence material. Stated materials had 1.2 oz. zinc coating instead of 2.0 oz. specified.
2. No statement of compliance from contractor for reinforcing steel used in concrete barrier as subcontractor furnishing this material has left this area and whereabouts unknown.
3. Test summary sheets for following bid item #16 was not submitted with Test Result Summary.

These deficiencies are of such nature that some action should be taken. Please determine and submit the required details and/or propose corrective action.

The bid items relating to these deficiencies are 16 and 21 respectively. The last estimate shows their value at $1,540.00 and $10,564.70 respectively, or a total of $12,104.70.

Unless we hear from you by March 10, 1986, the project records will be closed. Some or all of these items will be declared non-participating and will require use of State and/or local funds. Your timely submittal of the required records indicating that materials are of specified quality will preclude this. You may still have basis for a price adjustment against the contractor, or you may have a basis for a lessor nonparticipating amount than identified by this office.

Should any amounts be declared non-participating, such action will be reported to the Assistant State Highway Engineer for Operations.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 11 '86
REFER TO
FOR
Info | Inves | R/AD | D/R | [illegible] | Act | File

81-125-1367

Your attention is further directed to the fact this project includes local government funding. This means that any uncorrected deficiencies not billed against the contractor will result in non-participation, part or all of which must be billed to the local government. We should make the effort to preclude this unsupported expense against their funds.

GW:mk

cc: W. E. Schwartz
Jack Sullivan
Don Harwell
Quality Control

02062m

9358

ACC

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Pete Gonzalez
Highway Accounting

DATE: August 22, 1984

FROM: Victor Dodier
Program Manager Victor

M-0000(12)

SUBJECT: Lane Transit District: Riveria Park and Ride Project.

I have attached the information which you requested concerning the Riveria Park and Ride Project, sometimes referred to as the Riveria Transit Station.

Public Transit's agreement March 2, 1983 committed $10,079 toward this project. The agreement is between the Lane Transit District and the Public Transit Division. Highway Division was not a party to it.

In a certain sense the agreement of March 2 is a supplemental agreement to the agreement of June 25, 1979, to which Public Transit Division, Highway Division, and Lane Transit District are parties. Under that agreement, Public Transit Division provided $30,000 of match for the Project. Public Transit made two payments to Highway Division's advance deposit fund. A payment of $2,520 for PE and a payment of $27,480 for construction.

Under both agreements, Public Transit provides one-half the non-federal share of this FAU funded project. Lane Transit District provides the other half.

Public Transit Division has one concern regarding the $40,079 paid toward the project. If the final determination of the project's cost requires less than the $40,079 provided, Public Transit should be notified so that it can reclaim its overpayment.

VD:pmf

Attachments

[illegible]
[illegible] 1984
[illegible]

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
AUG 28 1984
REFER TO..........................
R/D ...... ACT ...... REPLY ......
DISC ...... INFO ...... FILE ......

[illegible]
FR. [illegible]

RECEIVED
AUG 23 1984
HIGHWAY ACCOUNTING

81-125-1387

July 7, 1983 ALT 5-2

Phyllis Loobey
General Manager
Lane Transit District
P.O. Box 2710
Eugene, OR 97402

Enclosed is a reimbursement number 1 under our February 21, 1983, contract with the Lane Transit District for the Riviera Park and Ride Station, for $10,079.00.

If you have any questions please give me a call at 378-8201.

William Aldrich
Business Manager

WA:lke

Enclosure

## PUBLIC TRANSIT DIVISION

O. L. 1981-83
732

STATE WARRANT NO. INDICATES CLAIM ALLOWED BY EXECUTIVE DEPARTMENT

AGENCY VOUCHER NO. 0963

AGENCY VOUCHER NO. 0963

DATE June 30, 1983

TYPED BY MB

AUDITED BY

PAYEE AND ADDRESS

Lane Transit District

| TRANS-ACTION CODE | | | |
|---|---|---|---|
| A | LOCAL MATCH (UL) | 01-51-3 | |
| A | BANFIELD LT RAIL (UL) | 02-52-3 | |
| | | | |
| A | FEDERAL FUND | 03-01-3 | |
| A | RAIL PROJ. COORD-FF | 03-02-3 | |
| | | | |
| C | PLAN ADM ASSIST. | 93-01-3 | |
| C | TRI-MET | 93-02-3 | |
| C | LANE TRANSIT | 93-03-3 | 10,079.00 |
| C | SALEM | 93-04-3 | |
| C | W VALLEY RAIL | 93-05-3 | |
| | | | |
| | | | |
| TOTAL AMOUNT | | | 10,079.00 |

| INVOICE No. | DESCRIPTION | ACCOUNT | AMOUNT CLAIMED | REFERENCE NO. |
|---|---|---|---|---|
| | Payment under Feb. 21, 1983 contract for Rivera Road Transit Station<br>742-3-02-21-02-00 | 980.135 | 10,079.00 | 830001 P |

NO CARBON REQUIRED

**NOTICE TO VENDOR**

**REMITTANCE ADVICE**

Enclosed is warrant in full payment of claim listed above. Please refer to Voucher Number indicated if you have any question regarding this payment.

**FOR STATE AGENCY USE ONLY**

This certifies that the materials, services, cash advanced, or expenses covered by this claim have been furnished, rendered or expended on behalf of the State of Oregon. The provision for payment is made by law and appropriation, the obligation or expenditure is authorized by law and the claim otherwise satisfies the requirements as provided by ORS 293.295. This claim has been approved for payment in the above amount.

By By

Form 732-0001 (9-81)

## TELEPHONE CONVERSATION RECORD

FILE

TIME

DATE 6/28/83

☒ I CALLED ☐ IN PERSON
☐ THEY CALLED

NAME OF PERSON TALKED WITH Karen Brotherston

TELEPHONE NO. 657-5581

SUBJECT June 23, 1983 letter

ORGANIZATION LTD

What is the $1,436.74 non participating cost. — LTD will pay this. LTD has paid $47,110. She came up with the states share as follows

| | |
|---|---|
| $678,420.48 | Total project |
| <1,436.74> | Non participating |
| $676,983.74 | Total project |
| 40,619.02 | 6% of total (½ local share) |
| <30,000.00> | Previous state contract |
| $10,619.02 | total left at 50% local share. |
| 10,079.00 | 1983-85 contract limit. |
| 540.02 | LTD over match. |

SIGNATURE

Rose
Woodward
History
8-30

LANE TRANSIT DISTRICT
RECEIVED
JUN 22 1983
By ____________

RIVER ROAD (RIVIERA) TRANSIT STATION

LANE TRANSIT DISTRICT

M-0000(12) Agreement 7053

Project Costs Processed thru May 31, 1983

| | |
|---|---|
| Preliminary Engineering | $ 53,579.45 |
| Payments to Contractor | 535,284.63* |
| SFO #1-Permanent Pavement Striping | 484.62 |
| SFO #2-Install water service, meter & electrical connection | 3,084.00 |
| SFO #3-Architect Services | 7,181.67 |
| Construction Engineering | 78,596.74** |
| Audit Expense | 209.37 |
| Total Costs Processed thru 5/31/83 | $ 678,420.48 |
| Less: Federal Share of Costs | 596,948.19 |
| Total Local Matching Share of Costs Processed thru 5/31/83 | $ 81,472.29** |

[illegible]
676,983 74
[illegible]

* $7,000 of this amount is being held back as retainage and will be actually paid out with the final contract payment.

** $1,436.74 of this is non-participating costs.

RMW:cl
6/21/83

**LANE TRANSIT DISTRICT**

JUN 2[illegible] 1983

June 21, 1983

Bill Aldrich
Public Transit Division
129 Transportation Bldg.
Salem, Oregon 97310

RE: River Road Transit Station (Previously known as Riveria Transit Station)

Dear Mr. Aldrich:

The Public Transit Division originally was obligated to provide capital assistance for the River Road Transit Station at the rate of 6% up to a maximum contribution of $30,000. Our agreement with you, dated February 21, 1983, amended that maximum contribution to $40,079.

The State of Oregon Highway Division is administering the River Road Transit Station construction contract. They have already received deposits from both Lane Transit and the Public Transit Division based upon the original contribution agreement. Since we have already deposited more than our final share of costs, based on a total cost of $667,984, this letter requests reimbursement from the Public Transit Disivion for the $10,079 in additional contribution resulting from our February, 1983 supplemental agreement. When the project is finally closed out in late Fall, 1983, you will No still be obligated to the State Highway Division for the balance of the original $30,000 which has not been placed on deposit for the project.

If you have any questions or need additional documentation, please call me at 687-5581.

Very truly yours,

Karen R. Brotherston

Karen R. Brotherston
Accountant

KRB/ms

Agreement signed
3/2/83

# AGREEMENT

This Agreement is made and entered into this 21 day of February, 1983, by and between the State of Oregon, by and through its Department of Transportation, Public Transit Division, hereinafter refrred to as "State", and the Lane County Mass Transit District, a municipal corporation of the State of Oregon, hereinafter referred to as "LTD".

WHEREAS, pursuant to ORS 184.670-184.733, the Oregon Transportation Commission through State is authorized to enter into contracts with and disburse funds for the purpose of supporting public transportation; and

WHEREAS, LTD has been awarded grants by the United States of America, Department of Transportation, Urban Mass Transportation Administration for financial assistance in the projects hereinafter identified; and

WHEREAS, State and LTD now wish to enter into an agreement for financial assistance in the non-federal share of the cost of said grants.

NOW THEREFORE, in consideration of the mutual covenants herein it is agreed between the parties as follows:

## I

## State's Obligation

1. State shall reimburse LTD for one-half of the non-federal share of costs associated with the following projects, up to but not exceeding the total sum of $48,360:

| Project | Grant | Est. Cost | Local Share | Maximum 82-83 State Contribution |
|---|---|---|---|---|
| Riviera Park n Ride | FAU | 667,984 | 80,158 | 10,079 |
| Retrofit of 500 series buses with wheelchair lifts | Sec. 5 | 400,000 | 80,000 | 38,281 |

If after the completion of said projects reimbursement funds still are available State shall reimburse LTD for one-half of the non-federal share of costs associated with other projects of LTD supporting public transportation for which LTD is awarded federal grants.

2. Payment by State to LTD shall be made only upon official request of LTD and shall be accompanied by documentation satisfactory to State to support such payment.

## II

## LTD's Obligation

1. LTD agrees that the Riviera Park n Ride station constructed and the buses retrofitted (all hereinafter for brevity sometimes called the "equipment") with funds provided by this Agreement shall be used for mass transportation service within LTD's service area. Such use shall substantially conform to project descriptions submitted to and approved by the Urban Mass Transportation Administration. LTD shall supply State with a copy of the project descriptions.

2. LTD shall own, maintain, and use said equipment for improving, maintaining and delivery of transportation services.

If any portion of said equipment is not used for mass transportation services, or is used in a manner substantially different from that described in the project description, LTD shall immediately notify State and shall remit to State its proportional amount of the fair market value, if any, of such equipment. Such proportional amount shall be the ratio of payment by State to the total cost of the project equipment. Fair market value shall be deemed the value of the equipment as determined by public sale of such property or competent appraisal which is satisfactory to State.

The intent of State, however, is to assist in the purchase of equipment and facilities for the improvement of mass transportation service. Therefore, this provision shall be waived should LTD trade or sell project equipment for the purpose of procuring new or improved equipment or facilities to better serve the needs of mass transportation in the area.

3. LTD shall submit to State an annual certification that said equipment is being used to provide mass transportation service within LTD's service area. Said certification shall consist of copies of the annual certification made to the Urban Mass Transportation Administration.

4. LTD shall maintain such insurance or self-insurance as will be adequate to protect the project equipment for the required period of use in accordance with LTD policy and sound business practice.

5. LTD shall provide to State copies of all audit reports prepared by an independent auditor in conformance with generally accepted auditing procedures which cover the purchase of project equipment. If such audit reports are not available, State reserves the right to conduct its own audit of LTD's books.

6. LTD shall save and hold harmless the State of Oregon including the Oregon Transportation Commission, the Department of Transportation, the Public Transit Division and their members, officers, agents and employees for all claims, suits, or action of whatever nature arising out of the performance of this contract or the operation of the transportation system except for claims arising out of the negligent acts or omissions of the State of Oregon, its employees, or representative.

7. LTD shall comply with all federal, state, and local laws, ordinances, and rules applicable to this Agreement.

## III

## General Provisions

1. This Agreement may be revised or amended by a supplemental written agreement between the parties.

2. This Agreement shall become effective upon the signing of the document by the Administrator of the Public Transit Division.

3. This Agreement may be terminated by either party upon 30 days written notice should the other party fail to substantially perform in accordance of the terms of this Agreement or should both parties agree that the Agreement should not be continued.

4. This Agreement may not be assigned by either party without the written consent of the other.

5. This Agreement, unless terminated according to Section III, Part 3, or Part 6, shall remain in effect for the duration of the useful life of the equipment purchased according to this Agreement, as determined by Section II, Part 2.

6. This Agreement automatically terminates in whole, or at the State's discretion, in part, whenever the requisite state funds become unavailable through failure of appropriation or otherwise. State, acting through the Public Transit Division, will give written notice within five working days of any termination.

This Agreement is approved by the Administrator of the Public Transit Division under authority granted to him by the Oregon Transportation Commission. Said authority is set forth in the Oregon Transportation Delegation order number 24, adopted by the Commission on June 19, 1979.

Signed this 2ND day of March, 198~~2~~3.

APPROVED AS TO LEGAL SUFFICIENCY

Assistant Attorney General

Martha L. Rue

Date
1 March, 1983

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, PUBLIC TRANSIT DIVISION

Dennis H. Moore

Administrator, Public Transit Division

Lane County Mass Transit District

Phyllis P. Loobey

General Manager

FEB 15 1983

**LANE TRANSIT DISTRICT**

February 8, 1983

William Aldrich
Business Manager
Department of Transportation
Public Transit Division
Transportation Building
Salem, OR 97310

Dear Mr. Aldrich,

I am writing to confirm Lane Transit District's proposed use of State matching funds for fiscal year 1982-83. As we discussed in our phone conversation of February 1, 1983, two projects which would be eligible for State matching funds are the Riviera Park and Ride facility and the retrofit of our 500 series buses with wheelchair lifts. The funding formula for these two projects is shown below:

| Project | Grant | Est. Cost | Local Share | Proposed 82-83 State Contr. |
|---|---|---|---|---|
| Riviera Park n Ride | FAU | 667,984 | 80,158 | 10,079* |
| Retrofit of 500 series buses with wheelchair lifts | Sec. 5 | 400,000 | 80,000 | 40,000 |

* Of the $40,079 eligible for state funding for the Riviera Park and Ride facility, $30,000 has already been committed by the State in a previous year's allocation.

These projects would deplete the $48,360 in State matching funds available for this fiscal year.

The cost of retrofitting the 500 series buses with wheelchair lifts is an estimate at this point: Bids on this project are due in March 18, 1983. Consequently, the exact amount of State matching funds eligible for the project are not known. It is therefore proposed that the State completely match the Riviera Park and Ride project and that the remaining $38,281 be allocated to the wheelchair retrofit project.

P.O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

We will proceed with the processing of the contracts upon notification from you that this proposed arrangement for use of the FY 1982-83 State matching funds is acceptable.

Please contact me with any questions.

Sincerely,

Stefano Vi

Stefano Viggiano
Planning Administrator

SV:sv

9358

Lane S.

4-4-83

## NARRATIVE REPORT

1 Versteeg
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 4 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

Project: River Road Transit Station
Contract: 9358
Prefix: 320-1058

This project consisted of grading, paving, signing, illumination, traffic signals, landscaping and buildings. The contract was awarded to Wildish Construction Company on 15 October 1981 with construction to be completed within 275 calendar work days. Project work began on 23 October 1981.

### ROADWORK

Clearing and grubbing, included stripping of topsoil and removal of trees, began during the first two days of work. Excavating and grading the entire project site began the following month. Conduit and meter box for electrical service was installed at this time and Eugene Water and Electric Board installed water connection to meter. State Force Order Number 2 was issued to cover this work. Connections to existing sanitary and storm sewers on River Avenue were then made. No further work was performed on project between 19 November 1981 to 19 April 1982 when sewer pipe installations began. PVC sewer pipe was substituted for concrete sewer pipe on Bid Items Numbers 9 and 10, and Bid Item Numbers 11 and 12 (8" and 18" sewer pipe) were deleted due to a revision in the storm sewer system. Price Agreement Number 2 was issued to cover this work. Concrete manhole and catch basins were installed followed by the excavation for shelter columns and main sign footing.

After the toilet building, shelters and walls were completed, the parking lot area was finished to proper elevation and aggregate base was hauled and placed.

Concrete curb was then installed followed by construction of valley gutters across the bus bay and parking area entrance. Concrete flatework was then constructed. A.C. paving was completed on 14 October and State Forces installed pavement striping on 20 October 1982.

### SIGNING

Concrete placement for main sign footing and shelter columns began on 6 May 1982 followed by placing of concrete for main sign column. The main sign was mounted atop the main sign support on 25 October 1982 followed by installation of permanent signs.

## ILLUMINATION

Work on luminaire installations began on 20 May 1982. Bases were constructed and poles and fixtures installed. Electrical wire was then installed. Light fixtures were installed in shelters and the lighted bollards.

Additional graphic inserts were requested by the Lane Transite District for the illuminated wall directory. Price Agreement Number 3 was issued to cover these additions.

## BUILDINGS

Forming of the toilet building foundation and floor began on 14 May 1982 followed by construction of the shelter wall and and space frame support footings.

The support columns and all concrete walls were completed 15 June 1982. The contractor began assembling the space frame on 27 July 1982. On 2 August the shelter space frame installations were completed.

Construction of concrete block toilet building began on 27 August 1982. The toilet building roof and shelters were completed and tile was installed in the toilet building followed by installation of the window walls in the shelter areas. Plumbing was then completed for the toilet building.

The Telephone Company installed telephones in the shelters on 1 December 1982.

Painting of main sign conduit, light poles and toilet building was completed on 7 December 1982 and project work was complete.

Lane Transit District requested the following changes: Lock shields be installed on toilet building doors; the roof be painted; 6 additrional signs be added in parking lot area; bench support brackets be changed; the garbage can liners be anchored to concrete shell; the color of the concrete blocks on outside of toilet building be changed. Price Agreement Number 5 was issued to cover these changes.

## SIGNALS

The traffic signal installation work began on 28 May 1982 with the construction of pole base foundations. The signal installation was completed on 23 September 1982.

## ELECTRICAL DISTRIBUTION

Roughing in of electrical conduit in shelter walls began on 2 June 1982 and all electrical distribution installations were completed on 28 September 1982.

## LANDSCAPING

Pipe installation for irrigation began on 21 July 1982 and the irrigation and sprinkling systems were completed on 18 October 1982.

Seeding, mulching and planting of trees and shrubs were completed on 28 October 1982. An existing Walnut tree located on the south east side of the bus ramp was dead and was replaced with Red Maple tree. Price Agreement Number 4 was issued to cover this work and was completed on 23 November 1982.

## MISCELLANEOUS

The architects services were paid for under State Force Order Number 3. Under the original agreement, he could not exceed $5770.00 for his services. However, it was necessary to amend Article 8 of the consultant's agreement between Lutes/Sanetel and Lane Transit District to increase fees for architect services during construction and final inspection from $5770.00 to $7196.00.

## SUMMARY

All contract work completed satisfactorily. The establishment period for all shrubs and trees will terminate 31 October 1983 to complete the project.

Kenneth L. Fordice

Kenneth L. Fordice, Acting Project Manager

cc: File

# STATEMENT OF OVERRUNS AND UNDERRUNS

Project: River Road Transit Station
Contract: 9358

Prefix: 320-1048
FA#: M-0000(12)

| ITEM | UNIT | ORIGINAL | SEMI-FINAL | %(+ or -) |
|---|---|---|---|---|
| Bid Items | $ | 539,528.00 | 526,485.55 | - 2.4% |
| Anticipated Items | $ | 8,100.00 | 12,069.82 | +49.0% |
| Contingencies | $ | 24,643.26 | 12,381.70 | -49.8% |
| Engineering | $ | 49,286.52 | 69,110.55 | +40.2% |
| Liquidated Damages<br>3 days @ -$225.00 | $ | - | -675.00 | - |
| TOTALS: | $ | 621,557.78 | 620,722.62 | -0.1% |

All substantial changes were evaluated and none meaningfully affected the total project cost.

7358

REPORT NO. 75

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>RIVER ROAD<br>TRANSIT STATION | | WEEK ENDING<br>MARCH 26, 1983 |
| | | SECTION PREFIX<br>320-1048 |
| HIGHWAY<br>BELT LINE HIGHWAY | | COUNTY<br>LANE |
| NAME OF JOB<br>RIVER ROAD TRANSIT STATION | KIND OF WORK<br>PAVING,GRADING,SIGNING,ILLUM.SIGNALS,LANDSCAPE,BUILDING | |
| CONTRACTOR<br>WILDISH CONSTRUCTION COMPANY | CONTRACT NUMBER<br>9358 | FEDERAL AID PROJECT NUMBER<br>M-0000(12) |
| DATE OF CONTRACT<br>15 OCTOBER 1981 | DATE WORK STARTED<br>23 OCTOBER 1981 | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: 0<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 275 CWD | WORK DAYS USED<br>CALENDAR DAYS USED 278 |
| PROJECT AUTHORIZATION: $ 621557.78 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 101.1% |
| EXCLUSIVE OF ENGINEERING: $ 572271.26 | ENGINEERING AUTHORIZATION $ 49286.52 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 549124.06 | ENGINEERING COST TO DATE $ 69110.56<br>THIS WEEK 110.56 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96.0% |
| ESTIMATED PERCENT: UNDERRUN 4.0 % | PERCENT OF AUTHORIZATION 140.2 % | DATE PROJECT WAS COMPLETED:<br>7 DECEMBER 1982 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100.% | 100.% | 100.% | 100.% | 100.% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | LUMP SUM | 6240.0 TN | | | 950.0 TN |
| TOTAL QUANTITIES CORRECTED TO DATE | 100.0 % | 4883.8 TN | | | 1022.4 TN |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 100.0 % | 4883.8 TN | | | 1022.4 TN |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| ~~BRIDGE NO.~~ XXXXXXX | SIGNING | ILLUM. | SIGNALS | LANDSCAPE | BUILDING | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100.% | 100.% | 100.% | 100.% | 100.% | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | SHOWERS | 0 | | |
| TUESDAY | RAIN | 0 | | |
| WEDNESDAY | SHOWERS | 0 | | |
| THURSDAY | MOSTLY CLOUDY | 0 | | |
| FRIDAY | SHOWERS | 0 | | |
| SATURDAY | | 0 | | |

CE K RECEIVED
FCE
QC
SCS CONSTRUCTION SECTION CP
BEO

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| **SUNDAY** | River Road Transit Station for week of March 20 - 26, 1983. |
| **MONDAY** | No activity all week. |
| **TUESDAY** | |
| **WEDNESDAY** | |
| **THURSDAY** | |
| **FRIDAY** | |
| **SATURDAY** | |

## REMARKS

Project complete.
Semi-final submitted 3-25-83 to region.

SIGNED Kenneth L. Fordice LOCATION Eugene
Kenneth L. Fordice, Acting Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9358

J

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

December 8, 1982

In Reply Refer to
File No.: PRO 6

Leon Skiles
Lane Transit District
P.O. Box 2710
Eugene, OR 97402

MISC. CONTRACTS and
AGREEMENTS No. 10,327

Dear Leon:

Attached are two copies of the amended consultant agreement between Lane Transit District and LUTES/SANETEL/ARCHITECTS pc dated October 25, 1979. One copy is for Lane Transit District and I am asking that you see that LUTES/SANETEL receives the other copy.

This supplement #3 is for additional services required during the construction phase of the River Road Transit Station project. This supplement was started while Ellen Bevington was still employed by Lane Transit District.

Cordially,

ALFRED SHIRLEY, JR., P.E.
Region Engineer

ORIGINAL SIGNED BY JACK AYRES

By JACK AYRES
Region Federal Aid Specialist

ja/cp
attach.
cc: D.H. Moehring
L. Asburry
E. Jones

W MH

Form 734-3122

9358
1.

FOR MR. COULTER L.

S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
Oregon Division
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

March 5, 1982

IN REPLY REFER TO
HFO.3-OR
M-000(12)
M-0000(34)

NOTED
H.S. COULTER

Mr. Paul Shinn
Director of Administrative Services
Lane Transit District
P. O. Box 2710
Eugene, Oregon 97402

Copy & PLA Lane Co.

Dear Mr. Shinn:

Your letter of February 9, 1982 to Mr. Green, Regional Administrator for the Federal Highway Administration, has been referred to this office for appropriate action. The following information is being presented to confirm or supplement the major points of discussion during the meeting held March 4 in your office.

Based on comments contained in your letter, as well as discussions with you and Ms. Bevington, it appears your major concern relative to construction engineering costs involves the meaning of the term "full-time inspection." As explained during the meeting, FHWA does not require full-time inspection.

The only requirement is that the party responsible for administering the construction contract must be able to provide assurance that all work performed and all materials incorporated into the work are in full conformance with plan and specification requirements. For the Riviera Transit Station, this requirement is the responsibility of the Oregon State Highway Division; for the Springfield Downtown Transit Station, it is the responsibility of your consultant, in accordance with the approved consultant agreement. However, when the construction contract is being administered by a consultant, FHWA does require the State Highway Division to monitor the work.

Also, as explained during the meeting, the amount of funds set up to cover construction engineering for the Riviera Station is only an estimate based on past experience. The actual final cost can be determined only after all work has been completed. At that

RECEIVED
STATE HWY ENGR
MAR 9 '82
REFER TO

FOR
Info Inves R/D Sign Act File

time any funds not used for that purpose will be returned to the Transit District at the same percentage basis as previously established. In the case of the Springfield Station, the cost of construction engineering, except for State monitoring, is included in agreed lump sum amount for providing all services covered in your approved consultant agreement with Balzhiser, Longwood, Smith, Paul & Associates.

I hope the above information, as well discussions during the meeting in your office, adequately address your concerns. Please feel free to contact this office if you have any additional questions.

Sincerely yours,

Original Signed By
ROBERT D. HATHAWAY
Asst. Division Administrator

Dale E. Wilken
Division Administrator

cc:
FHWA (M E Green, Reg Admin)
OSHD (A Shirley, Jr., Reg Engr, Roseburg)
OSHD (J Ayres, Reg Fed-Aid Engr, "        )
OSHD (H S Coulter, State Hwy Engr)

9358

2

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

1-6-82

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90220

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/9/81

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER Various County & City Streets

10. GENERAL LOCATION:
River Road Transit Station

11. GENERAL DESCRIPTION OF WORK
Install water service, meter and electrical connection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/9/81 as requested in Mr. Keasey's letter of 12/22/81 as being in the public interest for the use of Eugene Water and Electric Board Forces to proceed with the above work. State Force Order No. 2 representing work performed by Eugene Water and Electrical Board is approved for a TEC of $3,084 Federal Funds $2,719.

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO
[illegible]

14. DATE 1/6/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9358

September 21, 1981

ACC

Mr. George Montoya
Facilities Planner
Lane Transit District
P.O. Box 2710
Eugene, Oregon 97402

Dear Mr. Montoya:

On September 17, 1981 the Highway Division received a satisfactory bid from Wildish Construction Company, P.O. Box 7428, Eugene, Oregon 97401, for the Riviera Transit Station. We anticipate the construction cost to be:

| | | |
|---|---|---|
| Contractor's Bid | | $539,528.00 |
| Anticipated Additional Items: | | |
| Permanent Pavement Striping | $1,000 | |
| Temporary Erosion Control | 100 | |
| EWEB Systems Development Fee | 3,000 | |
| Architect Services | 4,000 | $ 8,100.00 |
| SUBTOTAL | | $547,628.00 |
| 4 1/2% Contingencies | | 24,643.26 |
| 9% Engineering | | 49,286.52 |
| ESTIMATED CONSTRUCTION COST | | $621,557.78 |
| Less Federal Funds | | 546,970.85 |
| Less Public Transit Funds | | 27,480.00 |
| Lane Transit District Share | | $ 47,106.93 |

ADVANCE DEPOSIT = $47,110

We will award the contract when we receive your advance deposit, which should arrive no later than October 9, 1981.

The attached sheet describes the options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

Rec'd check for $47,110 10-9-81 KEH

GEZ:nf
Attachment

bcc w/AD #948: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 948 when advance deposit is received.

9358

HIGHWAY DIVISION

ACC

September 21, 1981

Dennis H. Moore, Administrator
Public Transit Division

D. E. Swan
Operation Programming Engineer

Public Transit Funds
Riviera Transit Station
Lane County

We have received a satisfactory bid for construction of the Riviera Transit Station and will award the contract upon receipt of the local match funds. The construction-finance agreement for the project requires Public Transit to deposit 6 percent of the estimated total cost of the project not to exceed $30,000.

Financial sharing of the construction cost is as follows:

| | |
|---|---|
| Estimated Construction Cost | $621,557.78 |
| Less Federal Funds (88%) | 546,970.86 |
| Lane Transit District | 47,106.93 |
| Public Transit ($30,000 - $2,520 P.E.) | $ 27,480.00 |

Please deposit $27,480 with Highway Accounting.

GEZ:pf

bcc w/AD # 949: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 949
when advance deposit is received.

10-12-81
10-14 or 15
check should
be here says Molly
Mayo. Q

Rec'd
10-15-81
KEH

935B. 4,

STATE OF OREGON

HIGHWAY DIVISION - ODOT 378-6516
DEPT. TELEPHONE

**INTEROFFICE MEMO**

TO: FILE

DATE: September 21, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 17, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 17, 1981 on the following projects:

1. Main Street @ Campbell Street (Baker)
   Baker-Copperfield Highway, Baker County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. N.W. Cornell Road @ N.W. Barnes and Saltzman Roads
   Cornell Road, Washington County
   Traffic Signals

   Minor sidewalk and ramps for pedestrian and bicycle traffic.

3. Hanley Ranch-Fish Lake
   Lake-of-the-Woods Highway, Jackson County
   Paving
   Six and eight-foot shoulders with four-foot shoulders on climbing lane sides.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. S.C.L. Madras-Madras/Prineville Highway Junction
   The Dalles-California Highway, Jefferson County
   Paving
   Twelve-foot lanes with left turn median lane and six-foot shoulders.

   Same as No. 3.

5. Dexter County Park-Minnow Creek
Willamette Highway, Lane County
Paving
Twelve-foot lanes with left turn median and climbing lanes as needed. Four-foot shoulders throughout the project.

Same as No. 3.

6. Corvallis/Lebanon Highway @ Seven Mile Lane
Corvallis/Lebanon Highway, Linn County
Grading and Paving
Intersection improvement with left turn lanes and speed change lanes. Twelve-foot travel lanes with four-foot shoulders.

Same as No. 3.

7. Golf Club Road-E. Stayton Interchange
North Santiam Highway, Marion County
Paving
Primarily overlay. Variable width traffic lanes with four or ten-foot shoulders.

Same as No. 3.

8. N.E. 112th Avenue-N.E. 148th Avenue
Marine Drive, Multnomah County
Grading and Paving
Twelve-foot travel lanes with three to seven-foot shoulders.

Same as No. 3.

9. Weston-Weston Mountain
Weston-Elgin Highway, Umatilla County
Paving
Primarily Overlay. Variable width traffic lanes with four to eight-foot shoulders.

Same as No. 3.

10. Germantown Road @ Cornelius Pass Road
Germantown Road, Washington County
Grading and Paving
Intersection Improvement. Eleven to twelve-foot travel lanes with two-foot shoulders.

Same as No. 3.

11. River Road Transit Station (Eugene)
Belt Line Highway, Lane County
Buildings
Sidewalks as necessary. Three bike racks with total parking for fifteen bicycles.

12. Umatilla-Hermiston
Umatilla-Hermiston Highway, Umatilla County
Grading and Paving
Four twelve-foot lanes with four-foot shoulders and intermittent fourteen-foot median lane.

Same as No. 3.

13. Fanno Creek Bridge (Beaverton)
Scholls Highway, Washington County
Grading and Paving
Sidewalks, shoulder bikeways and an independent bikeway being constructed under this contract.

14. Glendoe Road and West Union Road (North Plains)
FAS Routes A-685 and A-686, Washington County
Grading and Paving
Nominal twelve-foot travel lanes with left turn medians. Two to six-foot shoulders.

Same as No. 3.

15. Wallace Bridge-Willamina E.C.L.
Willamina-Sheridan Highway, Polk and Yamhill Counties
Grading and Paving
Twelve-foot lanes with four-foot shoulders except in Willamina which has on-street parking, none to ten-foot shoulders and existing sidewalk.

Same as No. 3.

RPS:ge
cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9358

9-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**1. FEDERAL-AID PROJECT NO.** M-0000(12)

**2. STATE PROJECT NO.** See below

**2A. COUNTY NAME** Lane

**3. FROM**
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

**4. PROGRAM NO.**

**5. ITEM NO.** 90220

**6. TO**
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

**7. DATE AUTHORIZATION EFFECTIVE** 9/18/81

**8. FEDERAL ROUTE NUMBER** Various FAU Routes

**9. STATE ROUTE NUMBER** Various

**10. GENERAL LOCATION:** Riviera Transit Station

**11. GENERAL DESCRIPTION OF WORK** Consultant Agreement

**12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See below

**13. REMARKS**

As requested in Mr. Swan's letter of 9/11/81 I approve Supplement No. 2 to the Agreement with Lutes/Sanetel/Architects for work to be performed during the construction phase and you are now authorized to proceed on an actual cost basis, including a fixed fee of $880.00, at a TEC of $5,770 Federal Funds $5,088.

A signed copy of the agreement is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO Moehring
FOR
Info Inver R/D D/R Sign Act File

orig 9-23

**14. DATE** 9/18/81

**15. SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner

**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9358

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. M-0000(12)
Riviera Transit Station
Lane County

Enclosed for your approval are two fully executed copies of a supplemental consultant agreement between Lane Transit District and Lutes/Sanetel/Architects for the subject project. The supplement includes work by the consultant for the construction phase.

I request the following:

1) Authorization to proceed with work by the consultant under the supplemental agreement at an estimated total cost of $5,770 with no increase in obligation of federal funds.

2) The return of one copy of the supplemental agreement approved for our files.

CL:bke
Enc.

cc: M. Holmes
J. Ayres

Form 734-3122

9358

8-26-81

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**1. FEDERAL-AID PROJECT NO.** M-0000(12)

**2. STATE PROJECT NO.** See below

**2A. COUNTY NAME** Lane

**3. FROM**
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

**4. PROGRAM NO.**

**5. ITEM NO.** 90220

**6. TO**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

**7. DATE AUTHORIZATION EFFECTIVE** 8/26/81

**8. FEDERAL ROUTE NUMBER** Various FAU Routes

**9. STATE ROUTE NUMBER** Various County & City Sts.

**10. GENERAL LOCATION:**

Riviera

River Road Transit Station

**11. GENERAL DESCRIPTION OF WORK**

Grading, paving, signing, illumination, signals,landscaping and buildings

**12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,000
Temporary Erosion Control $100

**13. REMARKS**

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 24, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $638,100 Federal Funds $562,485.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR
Info | Sign | File

**14. DATE** 8/26/81

**15. SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner

**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9358

**Lutes/Sanetel/Architects pc**

417 NORTH A STREET. SPRINGFIELD. OREGON 97477 (503) 726-7944

J

24 August 1981

MISC. CONTRACTS and
AGREEMENTS No. 10,327

Lane Transit District
P O Box 2710
Eugene, OR 97402

Attention: George Montoya

Re: Agreement Supplement #2
River Road Transit Station

Dear George:

Per our recent discussion, we propose the revised (dated 17 August 1981) enclosed supplement #2 to our Agreement for Basic Services, for provision of consultation during construction and bidding phases, and periodic site visits.

Our first proposal, which was open-ended, was returned with the request that it be rewritten to a guaranteed maximum. We have carefully reviewed our commitments under the Agreement, and have modified the proposal for payment at hourly rates with a guaranteed maximum of $5,770.00.

Sincerely,

Don Lutes

Don Lutes, FAIA

DL:ep
Enclosures

cc: Dave Jones, with enclosures

9358

Section River Rd Tran[illegible]t Station Programming Estimate $

Highway Beltline Project Length

7-15-81

County Lane Completion Time

Kind of Work Grd, Pav, Ldscap, Sign, Signal, Bldg Est. Comp. Date

Project No. M-0000(12)

Prefix 320-1947 Letting Date

John Day

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 561,103–

| | | |
|---|---|---|
| **Anticipated Additional Items:** | | |
| Royalty Payment. . . . . . . . . . | | |
| Permit Fees . . . . . . . . . . | | |
| Slide Correction . . . . . . . . . . | | |
| Railroad Protective Costs . . . . . . . | | |
| Other Railroad Costs . . . . . . . . . | | |
| Permanent Signing . . . . . . . . . . | | |
| Permanent Pavement Striping. . . . . . . | 1000 | |
| Temporary Pavement Striping. . . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . . | | |
| Temporary Erosion Control . . . . . . . . | 100 | |
| State Furnished . . . . . | | $ 8100 |
| Roadside Seeding & Mulching . . . . . . . | | |
| Asphalt Cement Adjustment . . . . . . . | | |
| On the Job Trainees . . . . . . . . . | | |
| State Responsibility for Damages. . . . . . . | | |
| Signal Controller Testing (Engineering) . . . . . | | |
| "OPTICOM" Testing (Engineering) . . . . . . . . | | |
| Bikeway Signs . . . . . . . . . . . | | |
| **Adjust Utilities:** | | |
| EWEB Systems Development Fee . . . | 3000 | |
| Architect Services . . . . | 4000 | |
| Subtotal | | $ 569,203– |
| Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . | | $25614^{14}$ |
| Engineering (~~8~~, 9, ~~10~~%) . . . . . . . . . . . . . . . . . | | $51228^{27}$ |
| ~~Subtotal~~ | | $ |
| ~~Credit~~ for . . . . . . . | | |
| Estimated Net Authorization, Construction . . . . . . . . . . . . . . . . | | $ $646,045^{41}$ |

APPROVED

cc: Jack Ayres

Rec'd 7-15-81
G

Road Design Engineer

Rev. 3/81

River Road Transit Station Section
Grading, Paving, Signing, Illumination,
Signals, Landscaping and Buildings

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

## BID SCHEDULE

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | All | Lump Sum 5% | $ 27,000 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 9500 |
|  | ROADWORK |  |  |  |  |
| 3. | Clearing and Grubbing | Lump Sum | All | Lump Sum | 4400 |
| 4. | Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 1300 |
| 5. | Grading Work | Lump Sum | All | Lump Sum | 4800 |
| 6. | Coarse Aggregate Base | Ton | 2,840 | $ $4^{50}$ | 12,780 |
| 7. | 3/4"-0 Aggregate Base | Ton | 3,400 | $6^{50}$ | 22,100 |
| 8. | Class "C" Asphalt Concrete | Ton | 950 | 30- | 28,500 |
| 9. | 4-inch Sewer Pipe | Lin.Ft. | 280 | 10- | 2,800 |
| 10. | 6-inch Sewer Pipe | Lin.Ft. | 1,200 | 11- | 13,200 |
| 11. | 8-inch Sewer Pipe | Lin.Ft. | 100 | 12- | 1200 |

## River Road Transit Station Section
## Grading, Paving, Signing, Illumination, Signals, Landscaping and Buildings

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 12. | 18-inch Sewer Line | Lin.Ft. | 5 | $ 30 | $ 150 |
| 13. | Concrete Manholes | Each | 1 | 1100 | 1100 |
| 14. | Concrete Inlets, Type G | Each | 5 | 400 | 2000 |
| 15. | Area Drains | Each | 3 | 200 | 600 |
| 16. | Type CL-4R Chain Link Fence | Lin.Ft. | 430 | $8^{\underline{50}}$ | 3655 |
| 17. | 8 1/2-inch Concrete Slab | Sq.Yd. | 1,150 | 30 - | 34,500 |
| 18. | Concrete Walks | Sq.Yd. | 1,375 | $2^{\underline{20}}$ | 3,025 |
| 19. | Concrete Curbs, Type A | Lin.Ft. | 1,150 | 5 - | 5,750 |
| 20. | Concrete Curbs, Type C | Lin.Ft. | 1,180 | $4^{\underline{75}}$ | 5,605 |
| 21. | Concrete Barrier | Lin.Ft. | 375 | 19 - | 7,125 |
| 22. | Bollards, Standard | Each | 11 | 435 - | 4,785 |
| 23. | Bollards, Lighted | Each | 15 | 480 - | 7200 |
| 24. | Tree Gratings | Each | 12 | 1035 | 12,420 |
|  | SIGNING |  |  |  |  |
| 25. | Wood Sign Posts | Lump Sum | All | Lump Sum | 95 |
| 26. | Sign Foundation | Lump Sum | All | Lump Sum | 3560 |
| 27. | Main Sign Space Frame | Lump Sum | All | Lump Sum | 2650 |
| 28. | Illuminated Sign | Lump Sum | All | Lump Sum | 7730 |
| 29. | Type "C" Signs in Place | Each | 20 | $47^{\underline{50}}$ | 950 |

River Road Transit Station Section
Grading, Paving, Signing, Illumination,
Signals, Landscaping and Buildings

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 30. | Type "EE" Signs in Place | Each | 100 | $ 53 | $ 5300 |
| | ILLUMINATION | | | | |
| 31. | Pole Foundations | Lump Sum | All | Lump Sum | 4500 |
| 32. | Roadway Lighting Poles | Lump Sum | All | Lump Sum | 8550 |
| 33. | Luminaires and Ballasts | Lump Sum | All | Lump Sum | 9500 |
| 34. | Switching, Conduit, Wiring, Lamps, Etc. | Lump Sum | All | Lump Sum | 3000 |
| | SIGNALS | | | | |
| 35. | Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | 1270 |
| | LANDSCAPING | | | | |
| 36. | Roadside Seeding and Mulching | Acre | .34 | 2350 | 799 |
| 37. | Furnishing and Planting Trees | Each | 20 | 242 | 4840 |
| 38. | Furnishing and Planting Shrubs | Each | 6,927 | $1^{40}$ | $9697^{80}$ |
| 39. | Sawdust Mulch | Sq.Ft. | 6.850 | $0^{16}$ | 1096 |
| 40. | Lawn Construction | Acre | .17 | 13,060 | $2220^{20}$ |
| 41. | Irrigation System | Lump Sum | All | Lump Sum | 11,150 |

River Road Transit Station Section
Grading, Paving, Signing, Illumination,
Signals, Landscaping and Buildings

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| | ELECTRICAL DISTRIBUTION | | | | |
| 42. | Electrical Disbribution | Lump Sum | All | Lump Sum | $ 2650 |
| | BUILDINGS | | | | |
| 43. | Shelters and Toilet Buildings - Architectural | Lump Sum | All | Lump Sum | 236,900 |
| 44. | Shelters and Toilet Building - Mechanical | Lump Sum | All | Lump Sum | 16,450 |
| 45. | Shelter and Toilet Building - Electrical | Lump Sum | All | Lump Sum | 12700 |

Total Amount of Bid $________________

9358

Highway # 720

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

6-11-81

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-0000(12) Prefix 320-1947

Project Name Riviera Transit Station
River Road at River Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 11th day of June, 1981

LANE TRANSIT DISTRICT:

Phyllis Loobey
Phyllis Loobey, General Manager

Jo Ee Sullivan

Certified By:

Regional Right-of-Way Supervisor
Date 6/11/81

FL

Instructions: Complete A or B and C.
R/W File No.

9358

**STATE OF OREGON**
Highway Division

# INTEROFFICE MEMO

**TO:** Alfred Shirley, Jr., Region Engineer
ATTN: Jack Ayres

**DATE:** May 11, 1981

**FROM:** David L. Jones,
Resident Engineer

**SUBJECT:** Programming
River Road Transit Station
Riviera Transit Station

Enclosed is a preliminary estimate of costs from Lutes & Sanetel for the subject project. I have made my recommendations for the estimate in the right hand margin of their estimate.

The TIP indicates $565,000 construction cost which is exclusive of all preliminary engineering.

After we took the plans and specs to Salem last Thursday, our people indicate to us that a July, 1981 letting is not at all unrealistic.

Please take the necessary steps for project programming of costs.

PLANS RETURNED TO JONES FOR CONSULTANT TO REVISE. PLANS AND SPECS NOT BACK IN SALEM AS OF 6/22. PROJECT POSTPONED TO AUG 20 BID LETTING.
6/22/81

Copy to Gary Zehner
Proj mg't.

a

**Lutes/Sanetel/Architects pc**
417 NORTH A STREET, SPRINGFIELD, OREGON 97477 (503) 726-7944

PRE-BID ESTIMATE OF PROBABLE CONSTRUCTION COST
RIVIERA TRANSIT STATION
LANE TRANSIT DISTRICT
1 MAY 1981

D Jones
Estimate
5-1-81

| | | | |
|---|---|---|---|
| 1. Construction Contract 1) | | | |
| General Conditions | $ 33,920 | | |
| Roadwork | 199,156 | | |
| Signing | 14,283 | | |
| Illumination | 25,440 | | |
| Signals | 1,272 | | |
| Landscaping | 29,380 | | |
| Buildings | 269,026 | | |
| Electrical Distribution | 2,650 | | |
| | | $ 575,127 4) | 575,127 |
| 2. Other Costs | | | |
| A/E Fees 2) | $ 49,000 | | Already program |
| Development Charges (EWEB) | 3,000 | | 3,000 |
| Construction Engineering (State) | 51,200 | | 46,000 |
| | | $ 103,200 | |
| 3. Contingency 3) | | $ 57,513 | 25,900 |
| TOTAL ESTIMATED COST | | $ 735,840 5) | 650,027 |

1) Based on estimate by Tom Giesen, Construction Consultant dated 4-29-81, 24 pages.

2) Includes allowance of $4,000 for services during Bidding and Construction.

3) 10% of Item 1.

4) Includes escalation to mid-point of construction, September 1981.

5) LSA estimate of 2-3-81 was $810,969.

Don Lutes, FAIA Ron Sanetel, AIA George Williams, AIA

9358 3-25-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-0000(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90220

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/81

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER Various County Roads

10. GENERAL LOCATION: Riviera Transit Station

11. GENERAL DESCRIPTION OF WORK Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Consultant Agreement

13. REMARKS

As requested in Mr. Swan's letter of 2/17/81 I approve the Supplement #1 to agreement with Lutes/Santel/Architects P.C., and you are now authorized to proceed with the work covered by the Agreement on a lump sum basis of $45,000 (Includes net fee of $3,920.00)

A copy of the approved agreement is returned herewith.

Orig to

RECEIVED
STATE HWY ENGR
MAR 30'81
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 3/25/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9358

**PLA 8**

September 22, 1980

Ms. Ellen Bevington
Planning Administrator
Lane Transit District
P. O. Box 2710
Eugene, OR 97402

Dear Ms. Bevington:

Your revised access plan for the Riviera Transfer Station, as submitted with your letter of September 10, 1980, has been reviewed.

We are suggesting a further modification which we feel will provide a slightly safer access and not be disruptive to your operations. The proposed revision is enclosed.

We will issue a road approach permit based on this design or a reasonable approximation. Please contact our District Engineer, Larry R. Asburry, 2141 East 15th Avenue, Eugene, OR 97401, telephone 686-7614, who will work out the necessary details.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

Enclosure

GLC:ds jh
bc: D. H. Moore
H. S. Coulter
L. E. George
Alfred Shirley, Jr.
L. R. Asburry

**LANE TRANSIT DISTRICT**

NOTED

RECEIVED
STATE HWY ENGR
SEP 12 '80
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Scott
Reg 6. is analysis
recommend we agree
R

September 10, 1980

Mr. L. W. Rulien
Highway Division
Department of Transportation
Room 140 Transportation Bldg.
Salem, OR 97310

Dear Mr. Rulien:

After the meeting of August 27, we have re-examined a proposal for a north access point off the eastbound Beltline ramp into the Riviera Transit Station. Based on input from the highway division, we have developed a revised design that appears to be superior to the original concept. In response to a suggestion by Mr. Shirley, Region 6 Highway Engineer, we have relocated the north access point further east in order to provide a separate exit ramp for transit vehicles. Shifting the transit station to the east would improve ramp operation for the following reasons.

1. It provides for a clearer driver decision point, thereby minimizing the potention for illegal weave movements.
2. It provides more distance for signing.
3. The grade separation between the ramp and the bus lane would further discourage motorists from entering a "bus lane only" access point.
4. Bus operations would be improved as a result of greater bus deceleration distance as well as improved curve grading.

The architects for the Riviera projects, Lutes/Sanatel, P.C., have analyzed the new design and they believe that the station could be built for less money than originally anticipated.

The dialogue generated by the Salem meeting has proven extremely valuable and it would appear that LTD and the state may be close to an agreement on the access issue for Riviera Transit Station. We take this opportunity to submit for state approval and revised design for the north access point.

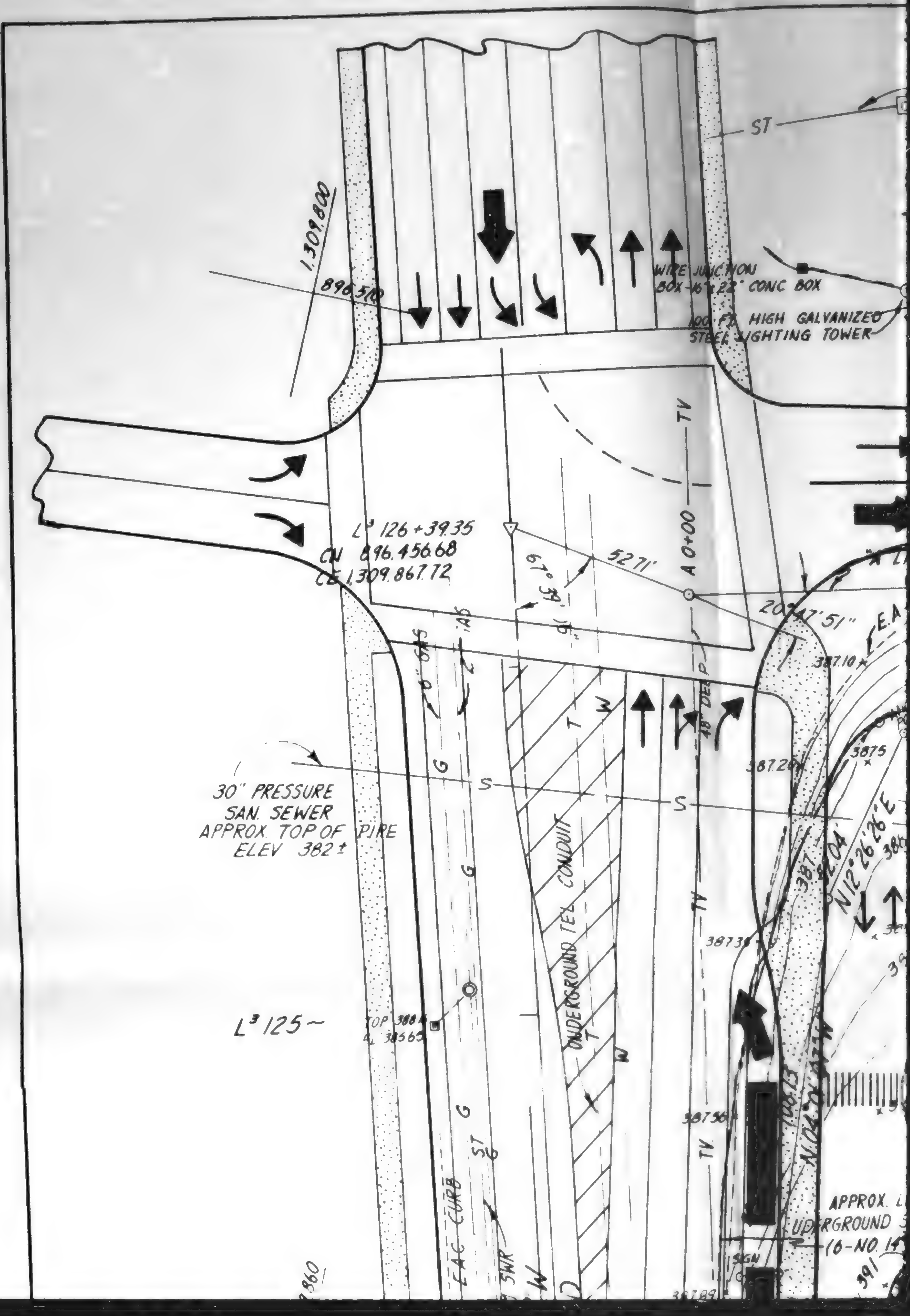
Due to the number of scheduled delays that have occurred in the development of the Riviera project, the District is anxious to expedite the access issue and your early consideration of this request will be greatly appreciated. If you need any further information for your review, please feel free to call.

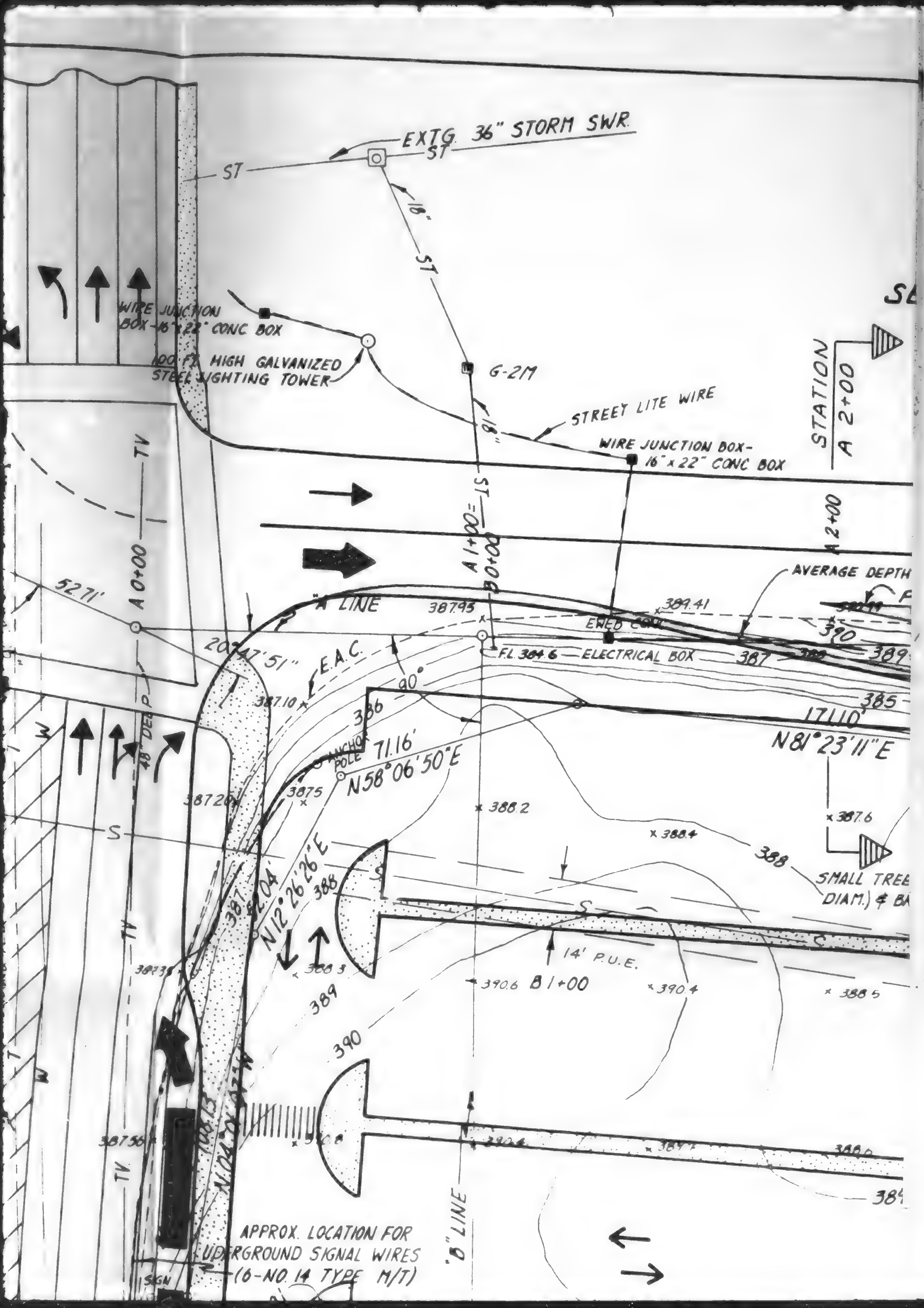
Sincerely,

Ellen Bevington
Planning Administrator

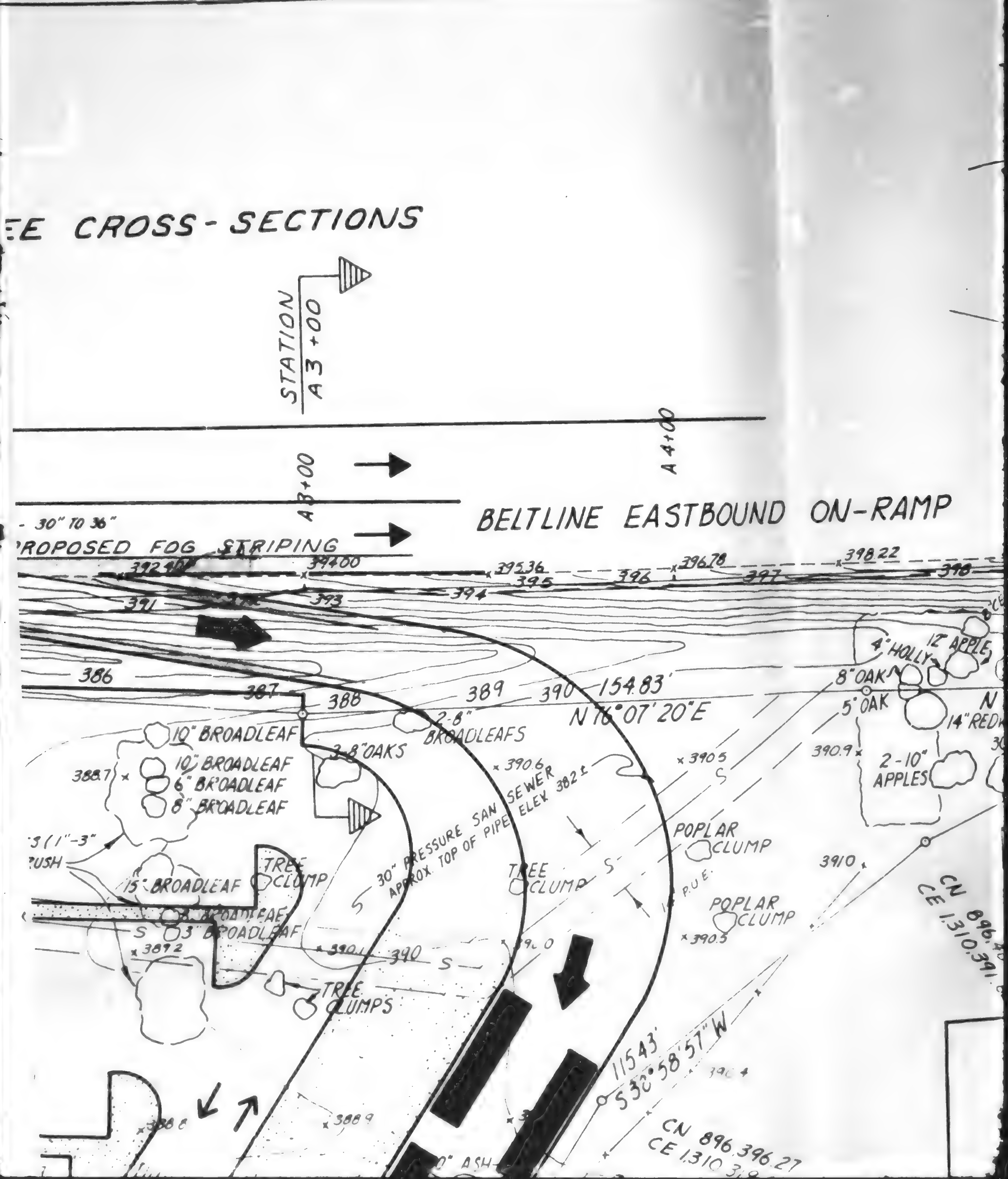
EB/dp

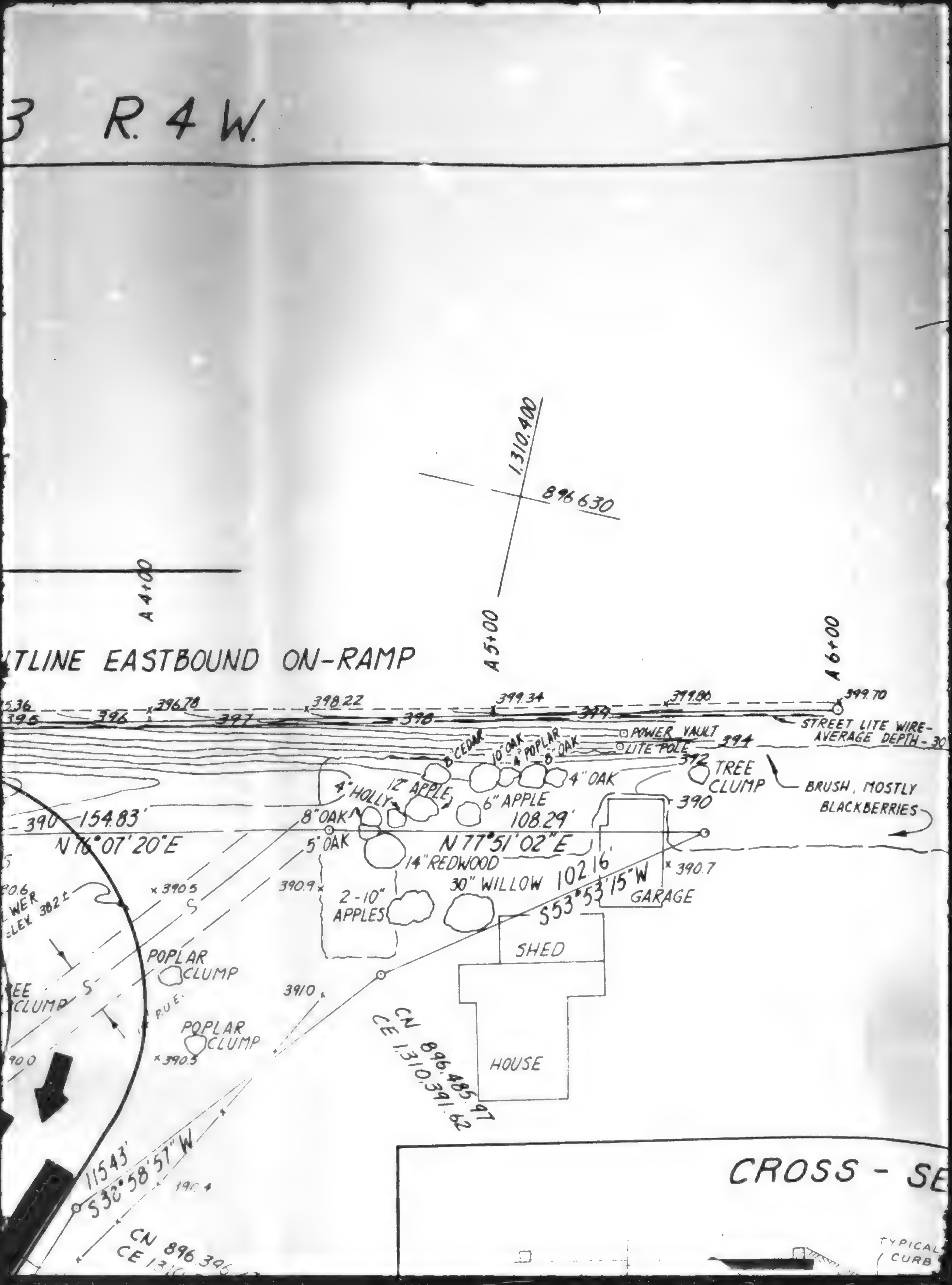
cc: Tom Lancaster, Lane County
Jim Hanks, City of Eugene
Dennis Moore, Mass Transit Division
Roger Martin & Associates, Ore. Transit Assoc.
Bud George, State Highway Division
Bud Shirley, State Highway Division
Lutes/Sanatel, P.C.

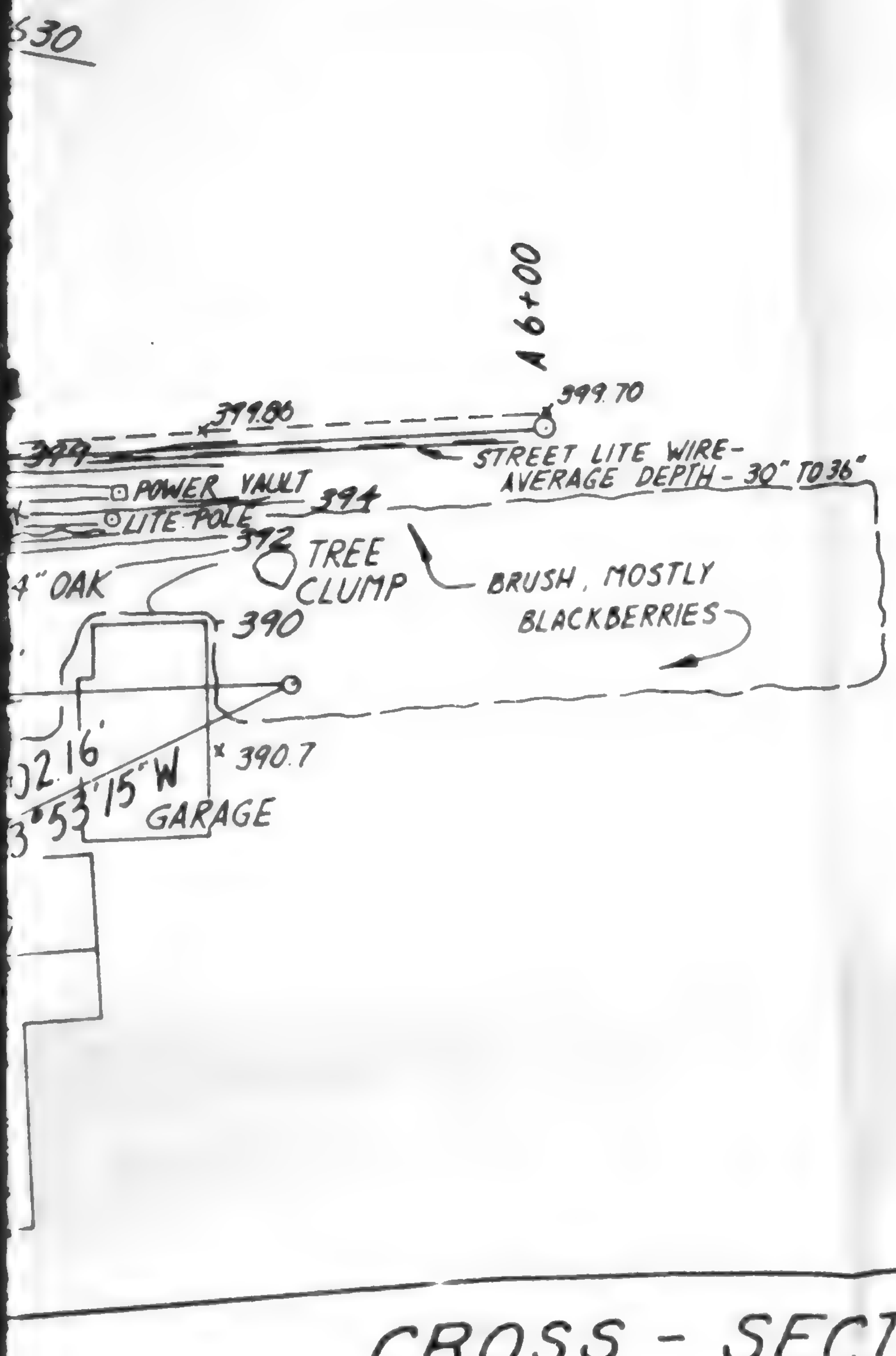

1,309,800
896,510
WIRE JUNCTION BOX-16"x22" CONC BOX
100 FT. HIGH GALVANIZED STEEL LIGHTING TOWER
ST
TV
L³ 126+39.35
CN 896,456.68
CE 1,309,867.72
52.71'
A 0+00
20°47'51"
6" GAS
2" IAS
6" IA. 9"
48" DE P
T
W
G
S
30" PRESSURE SAN. SEWER APPROX. TOP OF PIPE ELEV 382±
UNDERGROUND TEL. CONDUIT
387.10
387.26
387.5
387.38
387.56
387.89
N12°26'26"E
L³ 125
TOP 388
EL 385.65
E.AC CURB
ST
SWR
SGN
APPROX. L
UNDERGROUND S
16-NO. 14
391
1,309,860


EXTG. 36" STORM SWR.
ST
18"
ST
WIRE JUNCTION BOX-16"x22" CONC BOX
100 FT. HIGH GALVANIZED STEEL LIGHTING TOWER
G-2M
18"
STREET LITE WIRE
WIRE JUNCTION BOX-16"x22" CONC BOX
STATION A 2+00
A 2+00
ST
A 1+00= B 0+00
A 0+00
TV
52.71'
"A" LINE
387.93
389.41
EWEB CONC
F.L. 384.6
ELECTRICAL BOX
AVERAGE DEPTH
390
387
389
385
171.10'
N81°23'11"E
20°47'51"
E.A.C.
90°
387.10
386
48" DEEP
ANCHOR POLE
71.16'
N58°06'50"E
3875
387.26
388.2
388.4
388
387.6
SMALL TREE
DIAM.) & B
S
52.04'
N12°26'26"E
387
388
14' P.U.E.
388.3
390.6 B 1+00
390.4
388.5
389
390
387.33
387.56
108.15
TV
"B" LINE
APPROX. LOCATION FOR UNDERGROUND SIGNAL WIRES (6-NO. 14 TYPE M/T)
SIGN

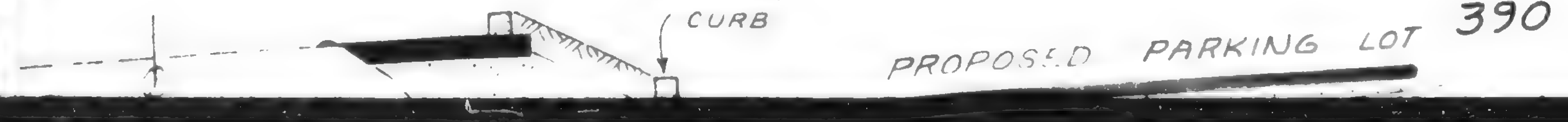
T. 17 S. SEC. 13 R. 4 W.

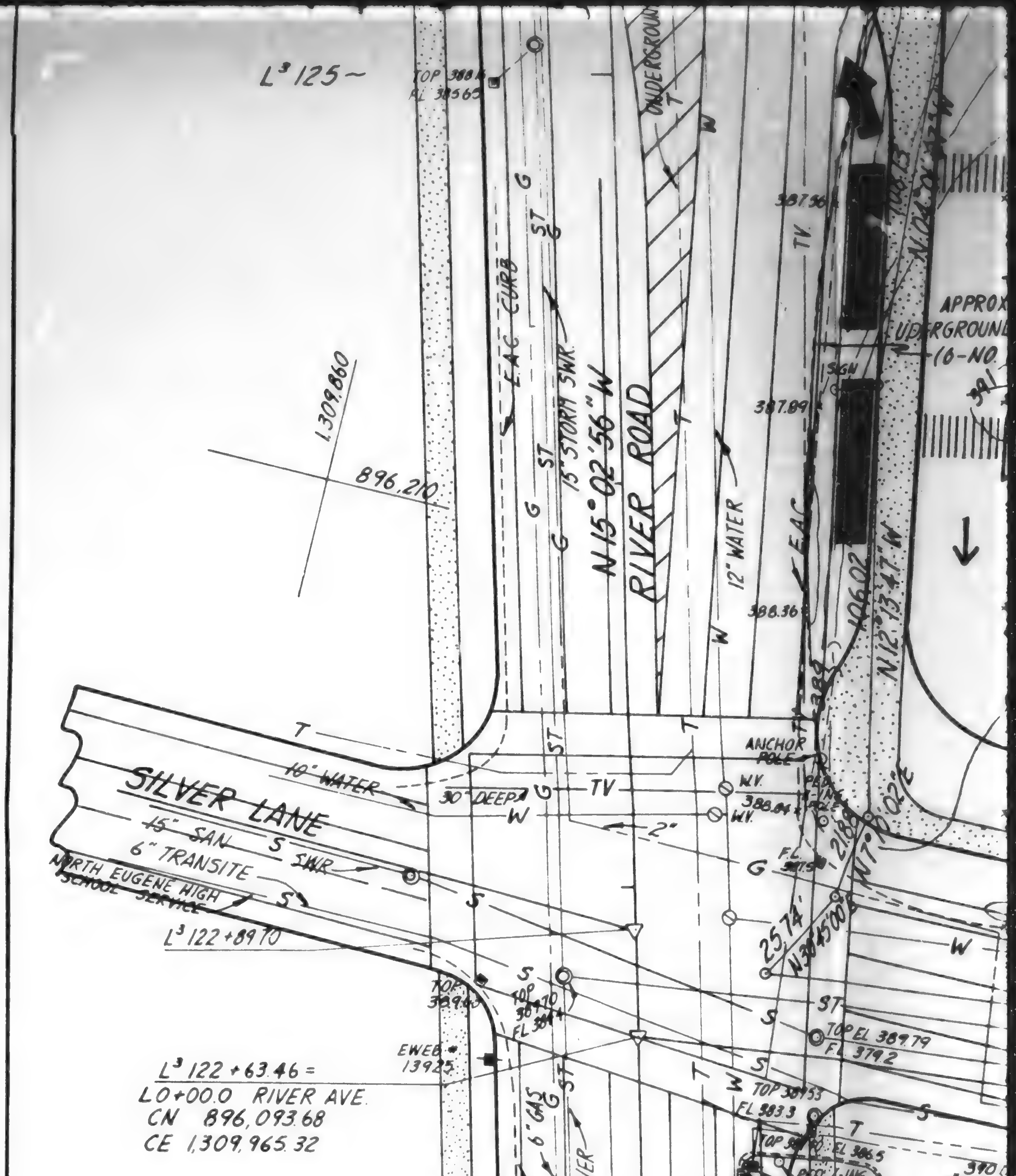

EE CROSS-SECTIONS
STATION
A3+00
A3+00
A4+00
BELTLINE EASTBOUND ON-RAMP
- 30" TO 36"
PROPOSED FOG STRIPING
392.40
394.00
395.36
396.78
398.22
391
393
394
395
396
397
398
386
387
388
389
390
154.83'
N 76°07'20"E
10" BROADLEAF
10" BROADLEAF
6" BROADLEAF
8" BROADLEAF
388.7
3-8" OAKS
2-8" BROADLEAFS
390.6
390.5
30" PRESSURE SAN SEWER
APPROX. TOP OF PIPE ELEV. 382±
3 (1"-3"
RUSH
15" BROADLEAF
TREE CLUMP
TREE CLUMP
3" BROADLEAF
3" BROADLEAF
389.2
390.4
390
TREE CLUMPS
POPLAR CLUMP
POPLAR CLUMP
P.U.E.
390.5
4" HOLLY
12" APPLE
8" OAK
5" OAK
14" REDW
390.9
2-10" APPLES
391.0
CN 896,4
CE 1,310,391
115.43'
S 30°58'57"W
390.4
388.8
388.9
0" ASH
CN 896,396.27
CE 1,310,3

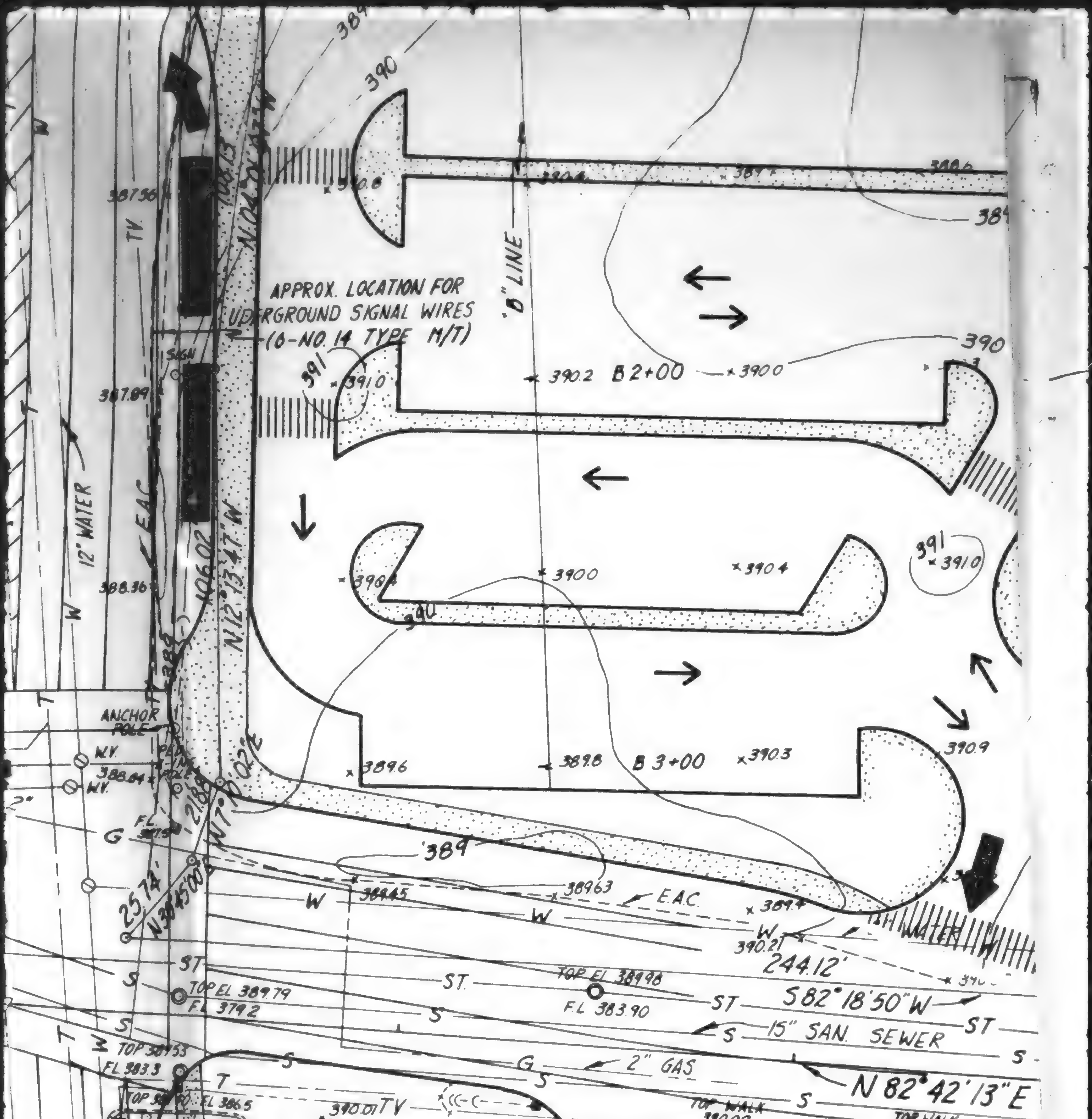

3 R. 4 W.
1,310,400
896,630
A 4+00
A 5+00
A 6+00
TLINE EASTBOUND ON-RAMP
5.36
395
396
396.78
397
398.22
398
399.34
399
399.80
399.70
STREET LITE WIRE-
AVERAGE DEPTH-30
POWER VAULT
LITE POLE
394
392
8" CEDAR
10" OAK
4" POPLAR
8" OAK
4" OAK
TREE CLUMP
BRUSH, MOSTLY BLACKBERRIES
4" HOLLY
12" APPLE
6" APPLE
8" OAK
5" OAK
14" REDWOOD
390
154.83'
N 76°07'20"E
108.29'
N 77°51'02"E
390
30" WILLOW
102.16'
S 53°53'15"W
390.7
390.9
2-10" APPLES
GARAGE
SHED
HOUSE
390.5
S
0.6
WER
ELEV. 382±
POPLAR CLUMP
REE CLUMP
S
P.U.E.
391.0
POPLAR CLUMP
390.5
390.0
CN 896,485.97
CE 1,310,391.62
115.43'
S 32°58'57"W
390.4
CN 896,396
CE 1,310
CROSS - SE
TYPICAL
CURB

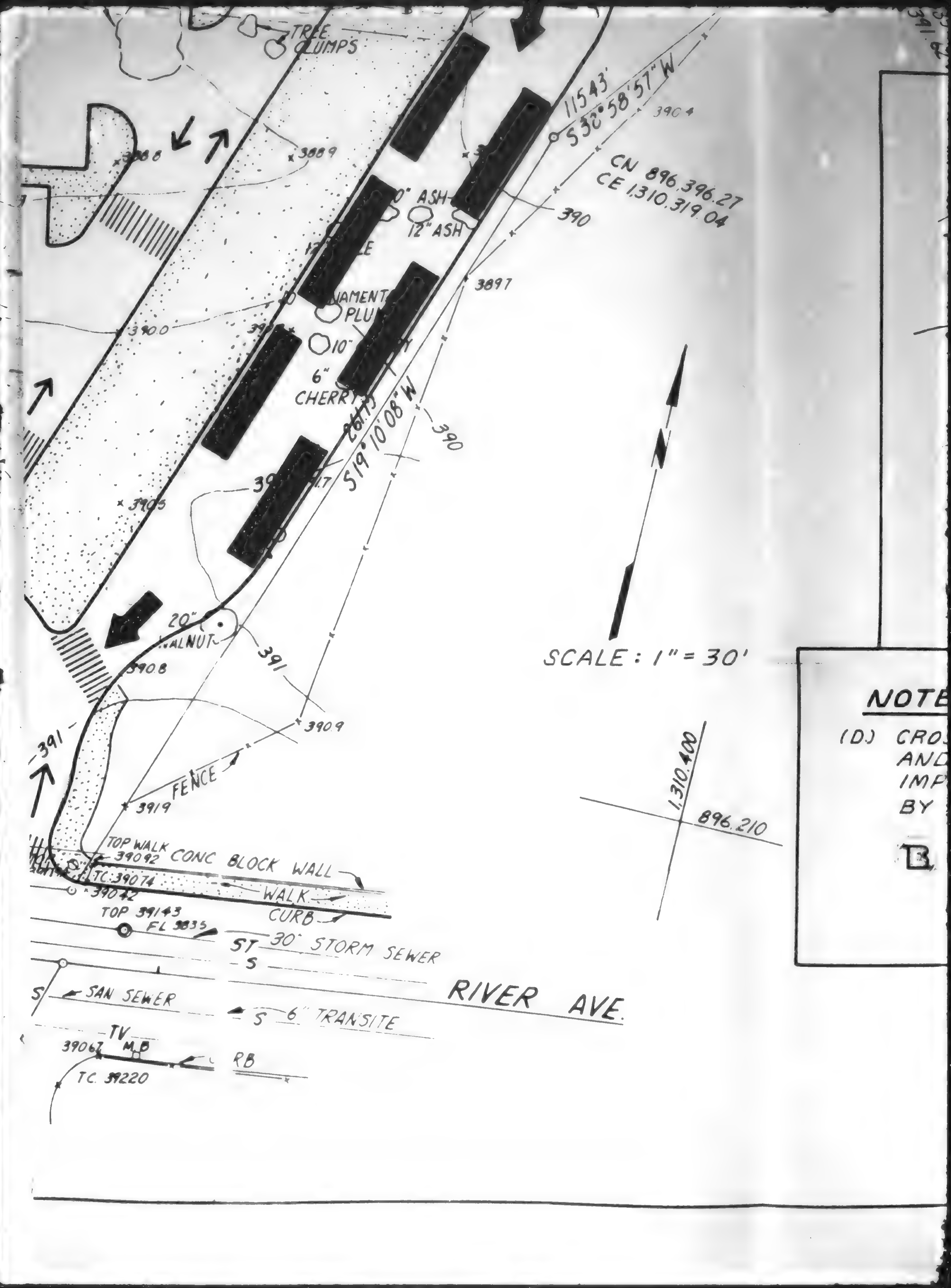

530
A 6+00
399.70
399.86
399
STREET LITE WIRE-
AVERAGE DEPTH - 30" TO 36"
POWER VAULT
LITE POLE
394
392
TREE
CLUMP
BRUSH, MOSTLY
BLACKBERRIES
4" OAK
390
02.16'
3°53'15" W
390.7
GARAGE

# CROSS - SECTIONS


TYPICAL
CURB
PROPOSED PARKING LOT
390

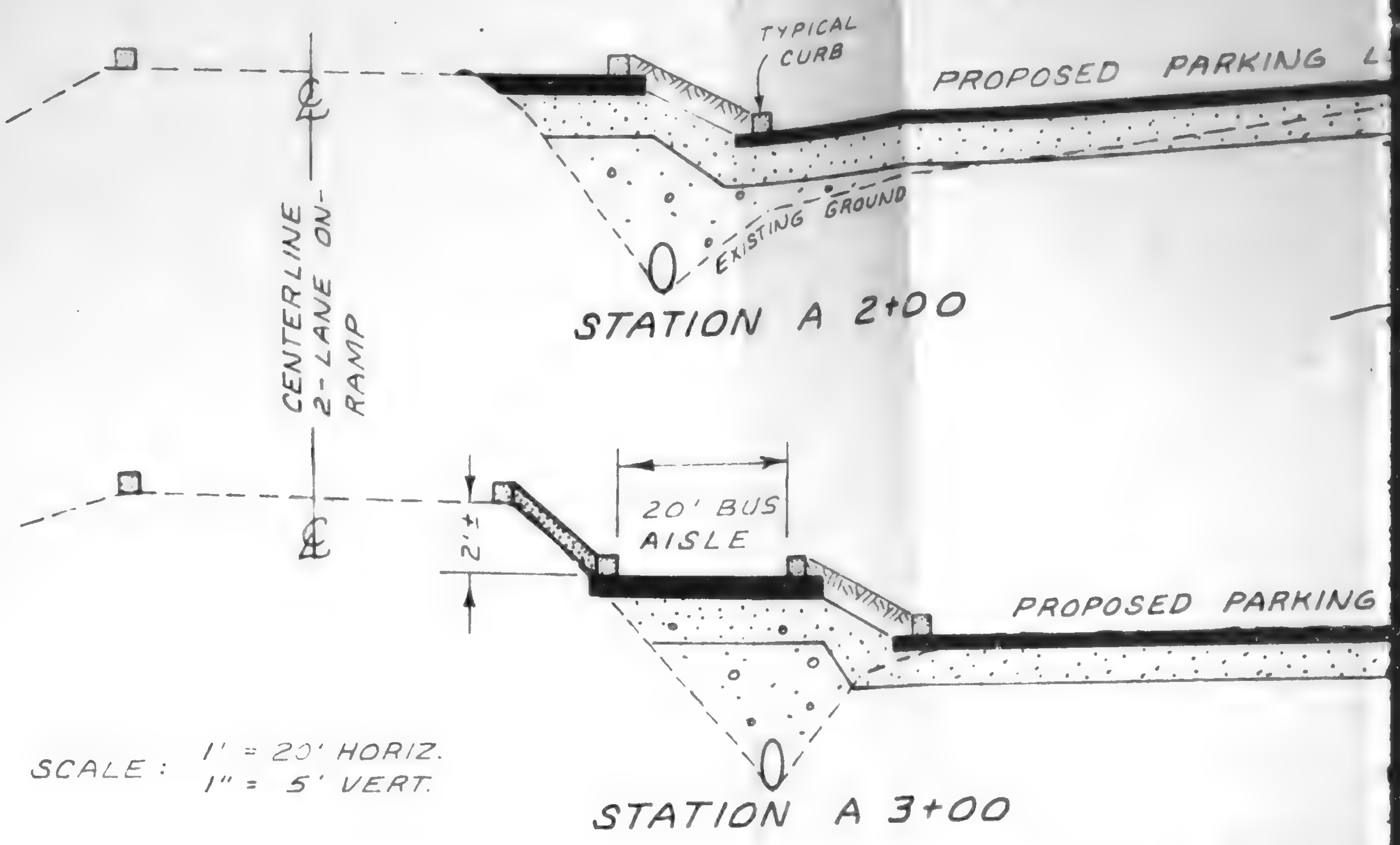

L³ 125~
TOP 388.1
FL 385.65
UNDERGROUND T
W
G
ST
E.A.C. CURB
15" STORM SWR.
N.15°02'56" W
RIVER ROAD
T
12" WATER
W
1,309,860
896,210
G
ST
G
387.56
TV.
108.15
N.04°01'47" W
APPROX
UNDERGROUND
(6-NO.
391
SIGN
387.89
E.A.C.
388.36
106.02
N.12°13'47" W
389
ANCHOR POLE
PED. X-ING POLE
W.V.
388.84
W.V.
F.L. 387.59
21.89
N.7°…02"E
25.74'
N.38°45'00"E
T
10" WATER
SILVER LANE
30" DEEP
G
TV
W
ST
2"
15" SAN S SWR
6" TRANSITE
NORTH EUGENE HIGH SCHOOL SERVICE
S
G
S
L³ 122+89.70
W
TOP 389.60
S
TOP 387.70
FL 384
ST
S
TOP EL 389.79
FL 379.2
EWEB 13925
L³ 122+63.46 =
L0+00.0 RIVER AVE.
CN 896,093.68
CE 1,309,965.32
6" GAS
G
ST
T
W
S
TOP 389.53
FL 383.3
T
S
TOP 389.90
EL 386.5
PED. X-ING POLE
390
SIGN POLE
E.A.C.
ST
24" STORM SEWER
CABLE DIPS AT EW
& CONTINUES UND
B.M. 390.01
L³ 122+30 25' RT.
BRASS CAP (W-150)
1945


APPROX. LOCATION FOR
UNDERGROUND SIGNAL WIRES
(6-NO. 14 TYPE M/T)
"B" LINE
B 2+00
B 3+00
390
389
391
391
389
390
390.8
390.6
390.2
390.0
391.0
390.4
390.0
390.4
391.0
389.6
389.8
390.3
390.9
387.56
387.89
388.36
TV.
12" WATER
EAC
W
T
SIGN
108.13
N 04°01'53" W
106.02
N 12°13'47" W
ANCHOR POLE
W.V.
W.V.
388.64
PED. X-ING POLE
F.L.
G
21.88'
N 7°10'02" E
25.74'
N 38°45'00"
389.45
389.63
E.A.C.
389.4
W
390.21
12" WATER
244.12'
S 82°18'50" W
ST
S
TOP EL 389.79
F.L 379.2
TOP EL 389.98
F.L 383.90
15" SAN. SEWER
2" GAS
N 82°42'13" E
TOP 389.53
FL 383.3
TOP 389.0 FL 386.5
PED. X-ING POLE
SIGN POLE
390.01 TV
TC 390.45
390.87
TC 391.55
TC 391.45
TOP WALK 390.09
TOP WALK 391.10
CONC
TV
PLANTER
TC 391.89
A.C
L 2+72.89 POT
CABLE DIPS AT EWEB POLE # 7771
& CONTINUES UNDERGROUND TO NORTH


TREE CLUMPS
115.43'
S 30°58'57" W
390.4
388.8
388.9
CN 896,396.27
CE 1,310,319.04
390
ASH
12" ASH
389.7
PLUM
10"
6" CHERRY
390.0
98.11'
S 19°10'08" W
390
390.5
20" WALNUT
391
390.8
SCALE: 1" = 30'
390.9
391
FENCE
391.9
1,310,400
896,210
TOP WALK 390.92
CONC BLOCK WALL
TC 390.74
390.42
WALK
CURB
TOP 391.43
FL 383.5
ST
30" STORM SEWER
S
RIVER AVE.
S
SAN SEWER
S
6" TRANSITE
TV
390.67
M.B
RB
TC 392.20
NOTE
(D) CROS
AND
IMP
BY

85.97
391.62

# CROSS - SECTIONS



TYPICAL CURB
PROPOSED PARKING L
CENTERLINE 2-LANE ON-RAMP
EXISTING GROUND
STATION A 2+00
20' BUS AISLE
2' ±
PROPOSED PARKING
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.
STATION A 3+00

## NOTE:

(D.) CROSS-SECTION DETAIL AND PROPOSED SITE IMPROVEMENTS DRAWN BY BRANCH ENGINEERING

**Branch Engineering**
1827 North 2nd Street
Springfield Oregon

9-8-80

## NOTES:

(A.) E.W.E.B. ELECTRIC DATA
480 Volt, Single Phase

(B.) E.W.E.B. WATER DATA
Static Water Pressure 95#/P.S.I

(C.) LOCATION OF UTILITIES SHOWN ARE
FOR EXACT DEPTHS AND LOCATIONS CO
UTILITY COMPANIES INVOLVED.

REGISTERED
PROFESSIONAL
LAND SURVEYOR
George F Price
OREGON
NOVEMBER 4, 1955
GEORGE F. PRICE
364

LANE COUNTY DEPARTMENT OF
SITE PLAN FOR
RIVIERA TRANSIT ST

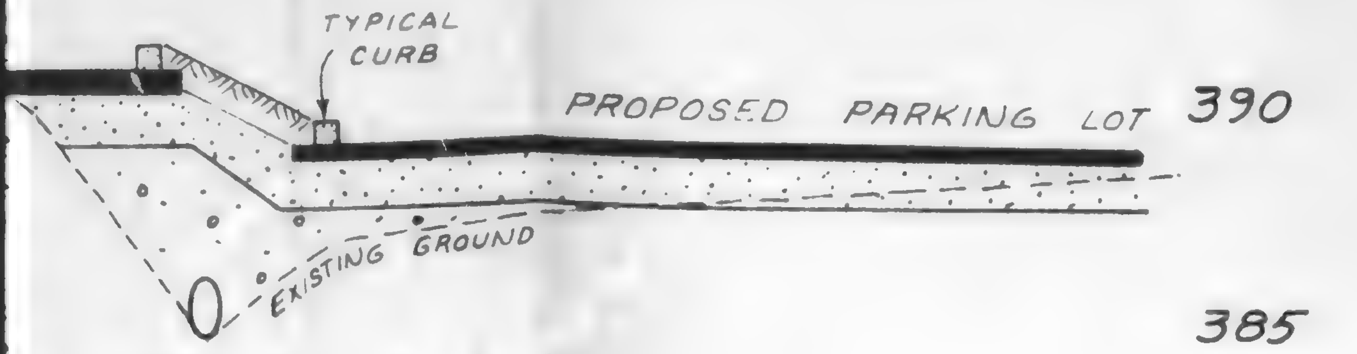
George Price
COUNTY ENGINEER

Do
DIRECTOR

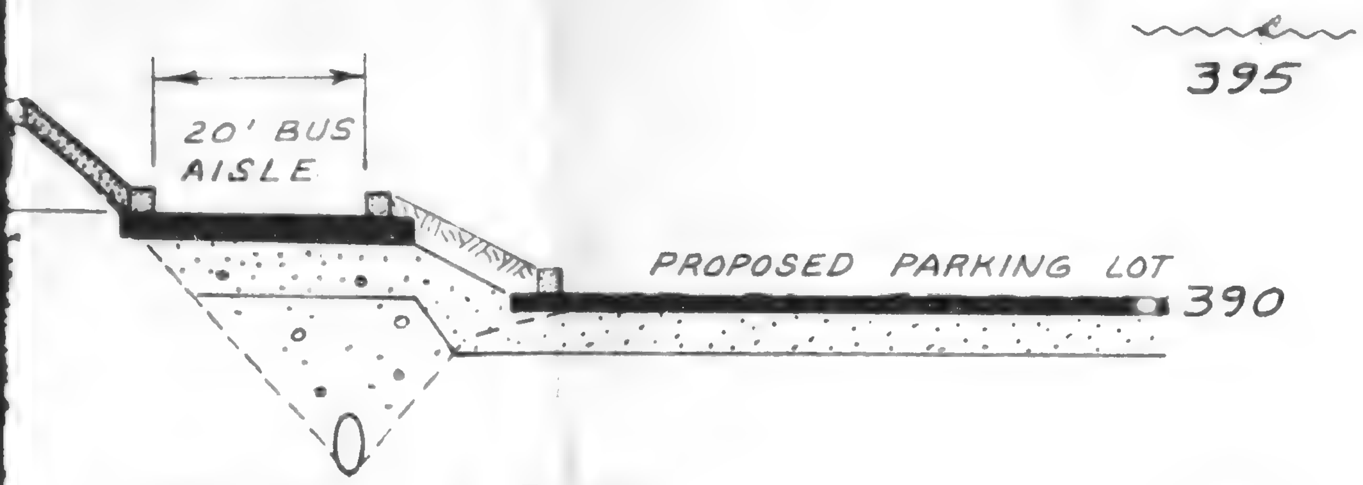
DATE JAN. 1980
SCALE 1" = 30'

SHE

## CROSS - SECTIONS


TYPICAL CURB
PROPOSED PARKING LOT
390
EXISTING GROUND
385

STATION A 2+00


395
20' BUS AISLE
PROPOSED PARKING LOT
390
385

STATION A 3+00

N
'NG

## NOTES:

(A.) E.W.E.B. ELECTRIC DATA
480 Volt, Single Phase

(B.) E.W.E.B. WATER DATA
Static Water Pressure 95#/P.S.I

(C.) LOCATION OF UTILITIES SHOWN ARE APPROXIMATE FOR EXACT DEPTHS AND LOCATIONS CONTACT UTILITY COMPANIES INVOLVED.

-80

RED
ONAL
VEYOR

ON
2993
PRICE

LANE COUNTY DEPARTMENT OF PUBLIC WORKS

SITE PLAN FOR
RIVIERA TRANSIT STATION

George Price
COUNTY ENGINEER

Donald LaBelle
DIRECTOR OF PUBLIC WORKS

DATE JAN., 1980
SCALE 1" = 30'

SHEET 1 OF 1 SHEETS

9356

TRA 7

STATE OF OREGON
Highway - Traffic 378-6537

# INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Riveria Transit Station
Beltline Highway at River Road
Eugene

NOTED
H. S. COULTER

For several years, this office has been involved, one way or another, in monitoring, advising Region and sending representatives to various meetings regarding the subject transit station project development.

Personnel and opinions have changed in the interim, and we have an honest difference of opinion with the Transit District regarding direct access to the freeway-type facility on-ramp. The Transit District has been very insistent on having an access just off River Road on our on-ramp to serve buses utilizing the transfer station, as shown on Alternative 3 attached. We are just as insistent that such an access should not be allowed due to safety considerations now and after the county reconstruction of River Road. Allowing such an access to a freeway-type highway ramp would also set a precedent to which we are strongly opposed. The Region office believes we may have to compromise.

A copy of our April 7, 1980, letter is attached, as well as a copy of Branch Engineering's Study Report. Also attached are letters from the City of Eugene and Lane County on this subject.

If you concur that the proposed access should not be allowed on the on-ramp, we will meet with the appropriate parties including the Region office to discuss this matter and convey our position to them.

I agree
HSC

L E George
L. E. George
Traffic Engineer

DKH:jrb
Attachments
cc: Alfred Shirley, Jr.

Scott
Discuss w/Bud
R

RECEIVED
STATE HWY ENG'
JUN 18 '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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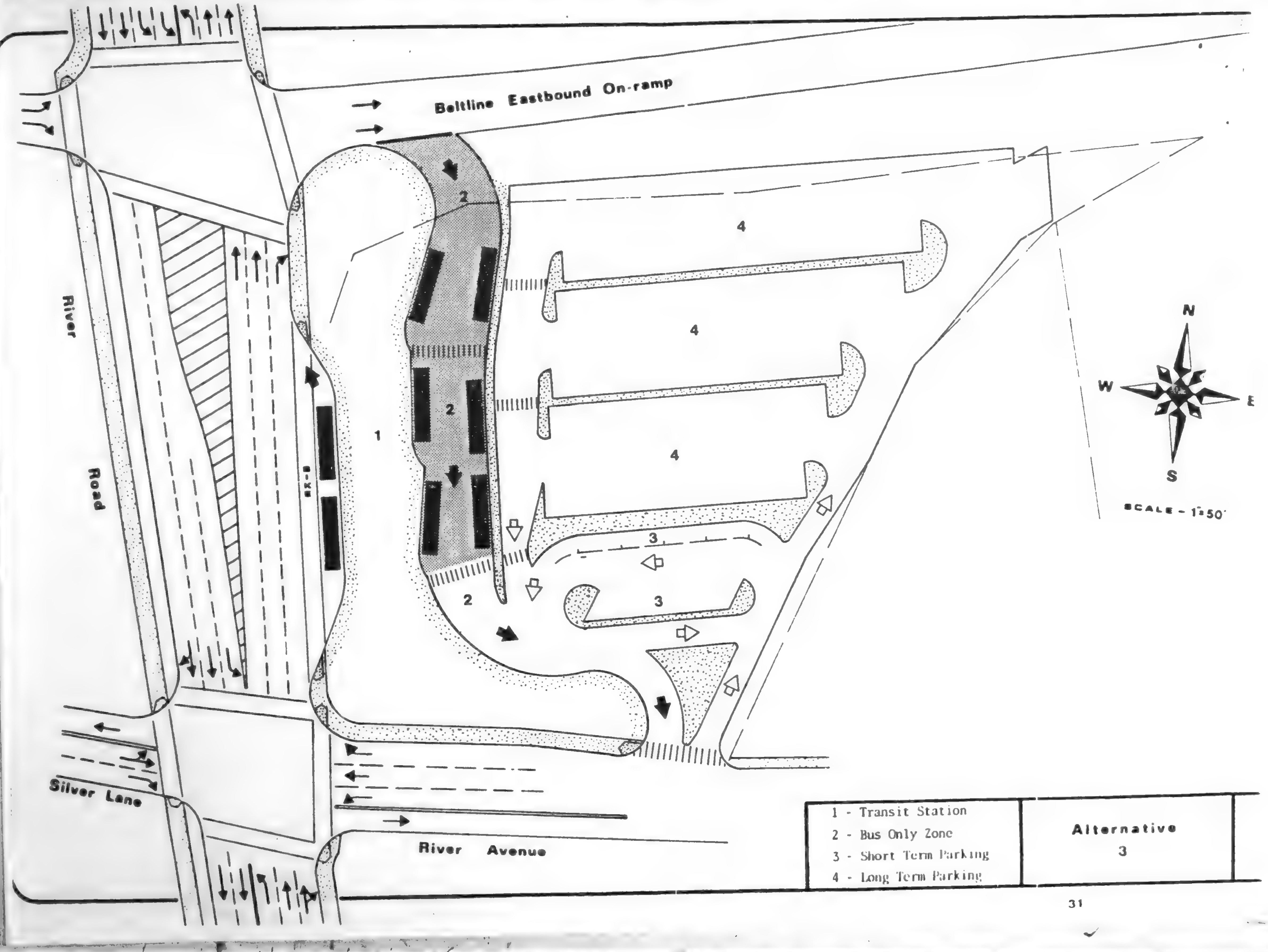

Beltline Eastbound On-ramp
River Road
Silver Lane
River Avenue
1
2
2
2
3
3
4
4
4
N
W
E
S
SCALE - 1"=50'
1 - Transit Station
2 - Bus Only Zone
3 - Short Term Parking
4 - Long Term Parking

**Alternative 3**

~~Glen~~

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6666~~ 440-3399

June 5, 1980

In Reply Refer to
File No.: PRO 6

Ellen Bevington
Planning Administrator
Lane Transit District
P. O. Box 2710
Eugene OR 97402

Dear Ms. Bevington:

This will acknowledge your letter of May 28 concerning the proposed Riveria Transit Station. By a copy of this letter, I am forwarding the information you submitted to L. E. George, Traffic Engineer, for his review.

I am recommending to Mr. George that he arrange a meeting with all parties to further discuss the proposal and attempt to reach a solution that is acceptable to all.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc L. E. George
John Goodson, Lane County
Jim Hanks, Eugene
Tom Jenkinson, LCOG
Lutes/Sanatel, P.E.
Denny Moore, Public Transit Div.
John Price, F.H.W.A.

NOTED
L. E. GEORGE

Note
Dwayne asked I write A letter
To Scott outlining our history
and thinking on this and
ask for Guidance.
Glen
6/10/80

NOTED
DWAYNE HOFSTETTER

Form 734-3122

LANE TRANSIT DISTRICT

May 28, 1980

Alfred Shirley Jr.
State of Oregon
Highway Div., Region III
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Shirley:

I am in receipt of a copy of the April 7 memo from Mr. George to you entitled "Review of Consultants Report Regarding Access to the Proposed Transit Station" and appreciate your authorizing Jim Branch to hand deliver this information to me.

I would like to respond to the issue that Mr. George raised regarding the appropriateness of the site. As you are aware, the Riviera Transit Station is included in the adopted Eugene/Springfield Area Transportation Plan. This station will become a key node in the development of the adopted "bus rapid transit" network; in the near future, it is a much needed project to enable the District to provide transfer coordination among the routes now serving the River Road/Santa Clara area.

The site is leased to LTD by Lane County and represents excess right-of-way left from the construction of Beltline and River Road. Lane County was willing to authorize this transaction because the adjacent intersections cannot support the traffic that would be generated by further commercial development on the site. The site itself is located so that the transit station can be utilized by local routes traveling north and south on River Road and by express routes that employ Beltline and Delta Hwy. There is a distinct lack of alternatives to the site under consideration because any other parcels with convenient access to both the Beltline and River Road have already been developed and would be prohibitively expensive to acquire.

In addition to addressing Mr. George's criticism of site selection, I would also like to respond to his concerns about the proposed access point. Both the City of Eugene and Lane County have reviewed the access alternatives as outlined in the "Access & Circulation Study for the Proposed Riviera Transit Station", prepared by Branch

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

Engineering and by Lutes/Sanatel Architects. Copies of their responses are attached. You will note that Eugene has endorsed the north access point into the station from the eastbound Beltline ramp and has offered additional suggestions regarding internal station layout. Lane County has indicated that they have no objections to an access point off the eastbound ramp if all additional traffic control devices are incorporated as part of the Riviera Project. The Metropolitan Transportation Planning Committee (T.P.C.) has lent its support to this project by dedicating additional FAU funds to cover projected cost increases; $ 61,600 have been committed for P.E. in FY 80-81 and $ 497,200 are committed for construction in FY81-82.

I have asked Branch Engineering and Lutes/Sanatel to respond to Mr. George's specific concerns about the safety of the freeway access point and to his more general comments that this type of access violates accepted traffic engineering standards. A copy of their letter is attached and this information warrants your careful consideration.

In conclusion, I believe that the Riviera Transit Station, as proposed by LTD, can operate safely and efficiently and can meet or exceed acceptable traffic engineering standards and practices. I urge you to support this project by permitting transit access from the eastbound Beltline ramp, as described in the District's proposal.

Your consideration of this request is appreciated.

Sincerely,

Ell Bevington

Ellen Bevington
Planning Administrator

EB/dp

cc: John Goodson, Lane County
Jim Hanks, Eugene
Tom Jenkinson, LCOG
Lutes/Sanatel, P.E.
Denny Moore, Public Transit Div.
John Price, F.H.W.A.

**Branch Engineering**

1827 N. 2nd Street
Springfield, Oregon 97477
(503) 746-0389

May 27, 1980

Don Lutes
Lutes/Sanetel Architects
417 North 'A' Street
Springfield, OR 97477

Subject: Riviera Transit Station - Response to Highway Division comments

Dear Mr. Lutes,

This letter is a response to those comments and concerns stated by the Highway Division in the letter dated April 7, 1980 (attached) from L. E. George, Traffic Engineer to Alfred Shirley, Jr., Region III Engineer.

The Highway Division recommends Alternative 1 (River Avenue bus entrance) and indicates that Alternative 3 (Beltline Road on-ramp bus entrance) would have serious accident "potential" features. The following discussion focuses on the safety comparisons between Alternatives 1 and 3 and presents information about similar park-and-ride projects in the Seattle area.

For ease of discussion, the safety element is separated into bus safety and auto safety. Bus safety will be discussed in terms of the route southbound buses on River Road must travel to enter the station, while auto safety will be discussed in terms of the traffic impact.

## Bus Safety

Most of the buses (75 percent) projected to enter the station in 1985 will be from "North" River Road. With Alternative 1, buses from North River Road enroute to the transit station would have to travel through the South Ramps intersection, a high volume intersection, followed by negotiating a left turn at another high volume intersection (River Avenue-River Road intersection) followed by probable peak hour delays and on-street exposure while waiting on River Avenue to negotiate yet another left turn at an unsignalized intersection to gain entrance onto the site. Alternative 3 would reduce this comparatively difficult and hazardous bus routing plan to one simple and safe left turn movement (at the South Ramps intersection) followed by an easy right turn into the station area. Alternative 3 clearly provides the safer bus routing plan by reducing the number of intersections and conflict points that a bus must encounter enroute to the station.

Auto Safety

Admittedly, providing the access from the on-ramp as in Alternative 3 will increase the "potential" for an accident to occur than if the access did not exist. How significant is the "potential" hazard? Would motorists use the on-ramp Bus Only entrance to gain access to the park-and-ride lot? To answer these questions, I contacted personnel with both the Seattle Metro Transit and Washington State Department of Transportation. From their experiences with similar transit station/on-ramp designs, indications were yes, cases of motorists using exclusive bus aisles have occurred, but no significant problems were encountered to the extent of creating accident problems or needing other than normal law enforcement.

There are several traffic engineering techniques available to reduce or eliminate the "potential" hazards of motorists trying to gain access to the park-and-ride lot via the on-ramp (Alternative 3). To discourage lane shifts, traffic control measures such as an elongated island on the on-ramp formed by buttons or raised bars could be installed as shown on the revised design of Alternative 3 (attached). To prevent motorists from entering the Bus Only aisle a gate could be placed across the bus entrance which could be triggered by remote control to open for approaching buses. These are a couple of the many traffic control strategies that could be implemented.

In addition to safety, the Highway Division also stated a concern about setting a precedence of providing an access from an interchange ramp. Several states and municipalities have recognized the potential of transit in helping to reduce auto travel. Attached for your review are examples of two park-and-ride transit facilities in the Seattle area which are now operational. The Federal Way Park-and-Ride near South 320th Street is very similar to Alternative 3 except on a much larger scale. Access to the station is via a diamond interchange on-ramp. Also, I believe high occupancy vehicles (car pools, van pools, etc.) can enter the park-and-ride lot via the on-ramp. The second example is the Kent-Des Moines Park-and-Ride. In this case exclusive bus entrance onto a freeway on-ramp is provided. Both examples illustrate how transit facilities can be incorporated into the freeway system to provide a better level of transportation for the community.

In summary, it is clear that Alternative 3 is the more efficient design. Less vehicle-miles and vehicle-hours of travel will result coupled with annual savings of about $17,000 in operating costs when compared to Alternative 1. In addition, bus routing to the station from North River Road would be safer. The concerns of the Highway Division about motorists safety would be significantly reduced, if not eliminated, by using appropriate traffic engineering control strategies as discussed earlier. Also, the bus entrance in the revised Alternative 3 was shifted farther from River Road to provide better separation and to comply with Washington State's access location standards.

With similar successful transit/freeway projects in operation today in other states coupled with the AASHTO experiences with bus turnouts on freeway ramps (see Access and Circulation Study) the question of precedence is less important. More important is the fact that designs similar to Alternative 3 are functioning satisfactorily today.

Sincerely,

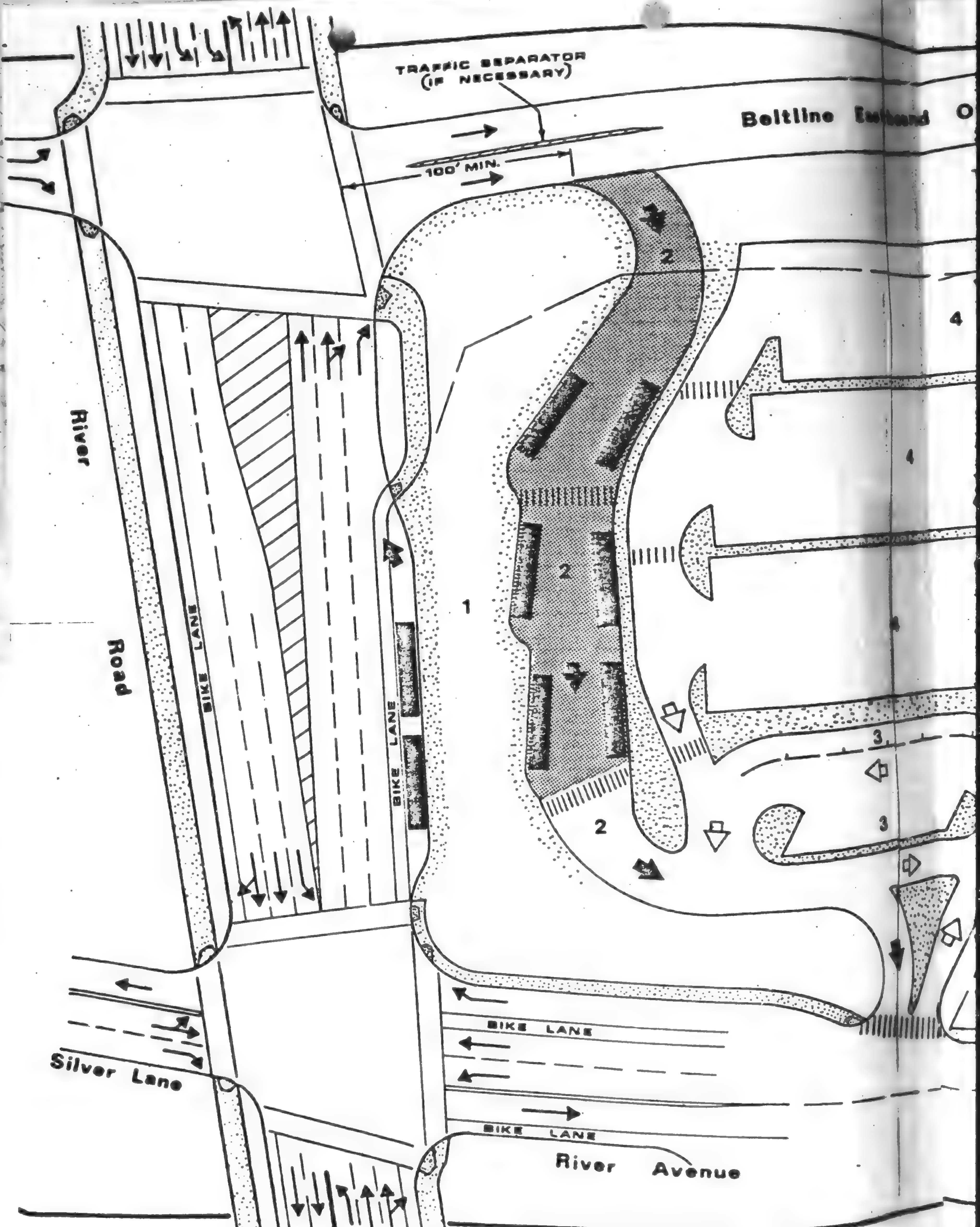
James A. Branch

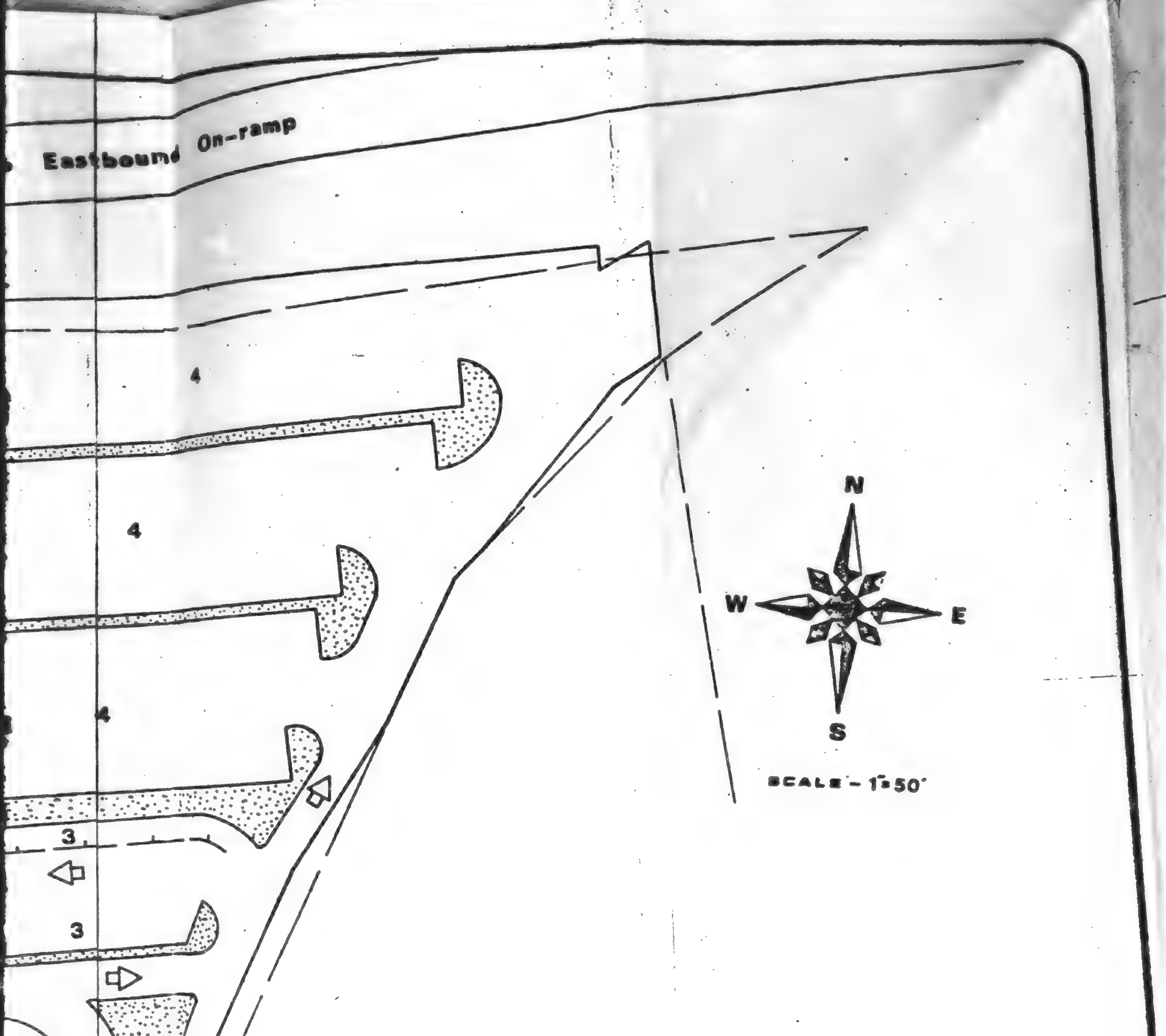
James A. Branch

JAB:vb

Attachments

cc: Ellen Bevington, Lane Transit District


TRAFFIC SEPARATOR
(IF NECESSARY)
Beltline Eastbound O
100' MIN.
River
Road
BIKE LANE
BIKE LANE
1
2
2
2
3
3
4
4
4
BIKE LANE
Silver Lane
BIKE LANE
River Avenue


Eastbound On-ramp
4
4
4
3
3
N
W
E
S
SCALE - 1"=50'

REVISED 5-15-80

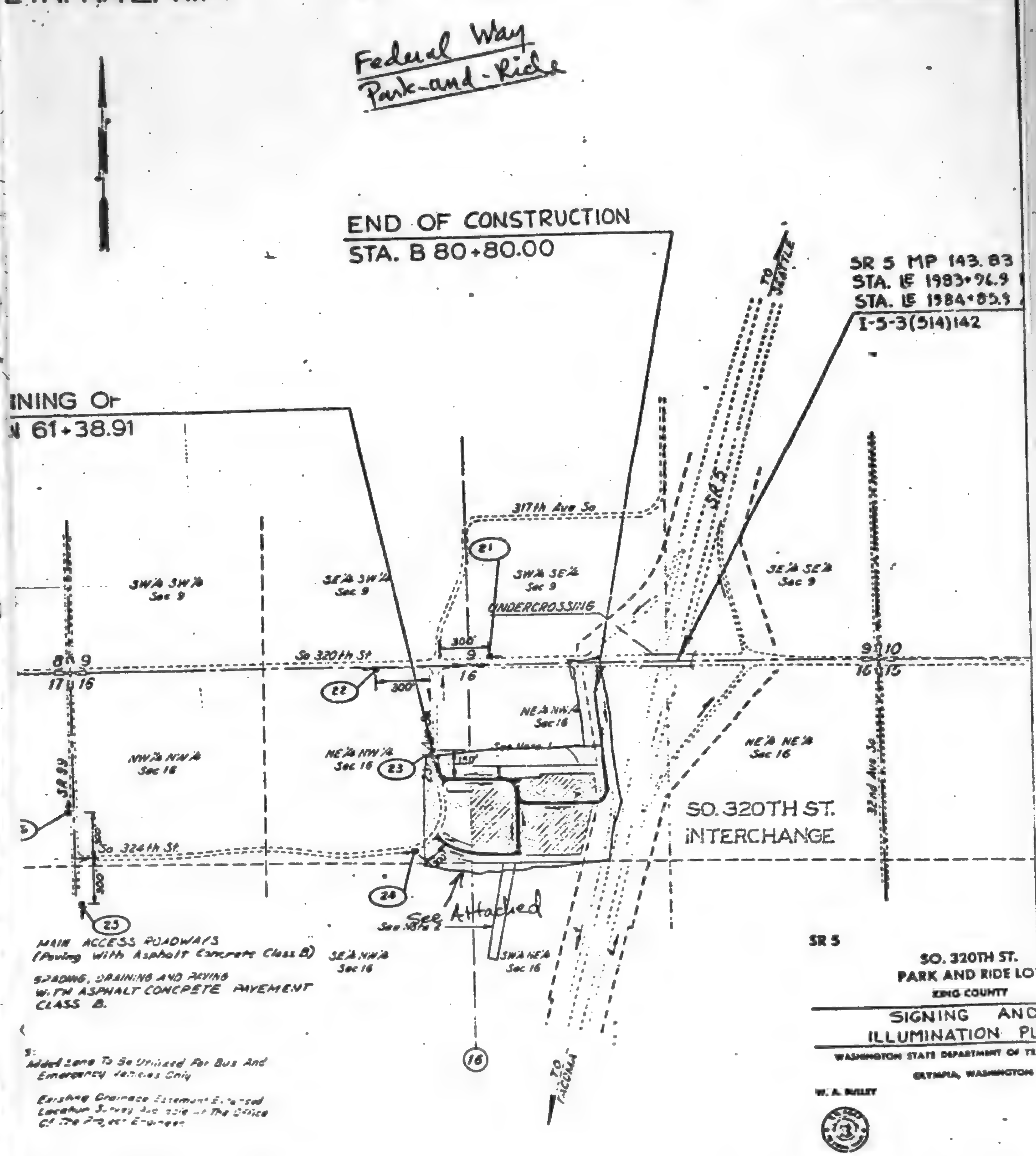
| | | |
|---|---|---|
| 1 - Transit Station<br>2 - Bus Only Zone<br>3 - Short Term Parking<br>4 - Long Term Parking | **Alternative**<br>**3** | **Figure**<br>**14** |

78W074

| | | |
|---|---|---|
| 10 | WASH. | I-5-3(514) |

21N. R4E. W.M.

Federal Way
Park-and-Ride


END OF CONSTRUCTION
STA. B 80+80.00
SR 5 MP 143.83
STA. ℄ 1983+96.9
STA. ℄ 1984+85.5
I-5-3(514)142
INING OF
61+38.91
TO SEATTLE
SR 5
317th Ave So
SW¼ SW¼ Sec 9
SE¼ SW¼ Sec 9
SW¼ SE¼ Sec 9
SE¼ SE¼ Sec 9
UNDERCROSSING
So 320th St
300'
8 9
17 16
9
16
9 10
16 15
21
22
23
24
25
NE¼ NW¼ Sec 16
NW¼ NW¼ Sec 16
NE¼ NW¼ Sec 16
NE¼ NE¼ Sec 16
See Note 1
150'
SR 99
So 324th St
300'
SO. 320TH ST. INTERCHANGE
32nd Ave So
See Attached
See Note 2
SE¼ NW¼ Sec 16
SW¼ NE¼ Sec 16
16
TO TACOMA
Scale in Feet

MAIN ACCESS ROADWAYS
(Paving With Asphalt Concrete Class B)

GRADING, DRAINING AND PAVING
WITH ASPHALT CONCRETE PAVEMENT
CLASS B.

S:
Added Lane To Be Utilized For Bus And Emergency Vehicles Only

Existing Drainage Easement Extended Location Survey Available at The Office Of The Project Engineer

SR 5

SO. 320TH ST.
PARK AND RIDE LO
KING COUNTY

SIGNING AND
ILLUMINATION PL

WASHINGTON STATE DEPARTMENT OF TR
OLYMPIA, WASHINGTON

W. A. BULLEY

CONTRACT NUMBER

APPROVED A

SHEET 28

T.21N. R.4E. W.M.

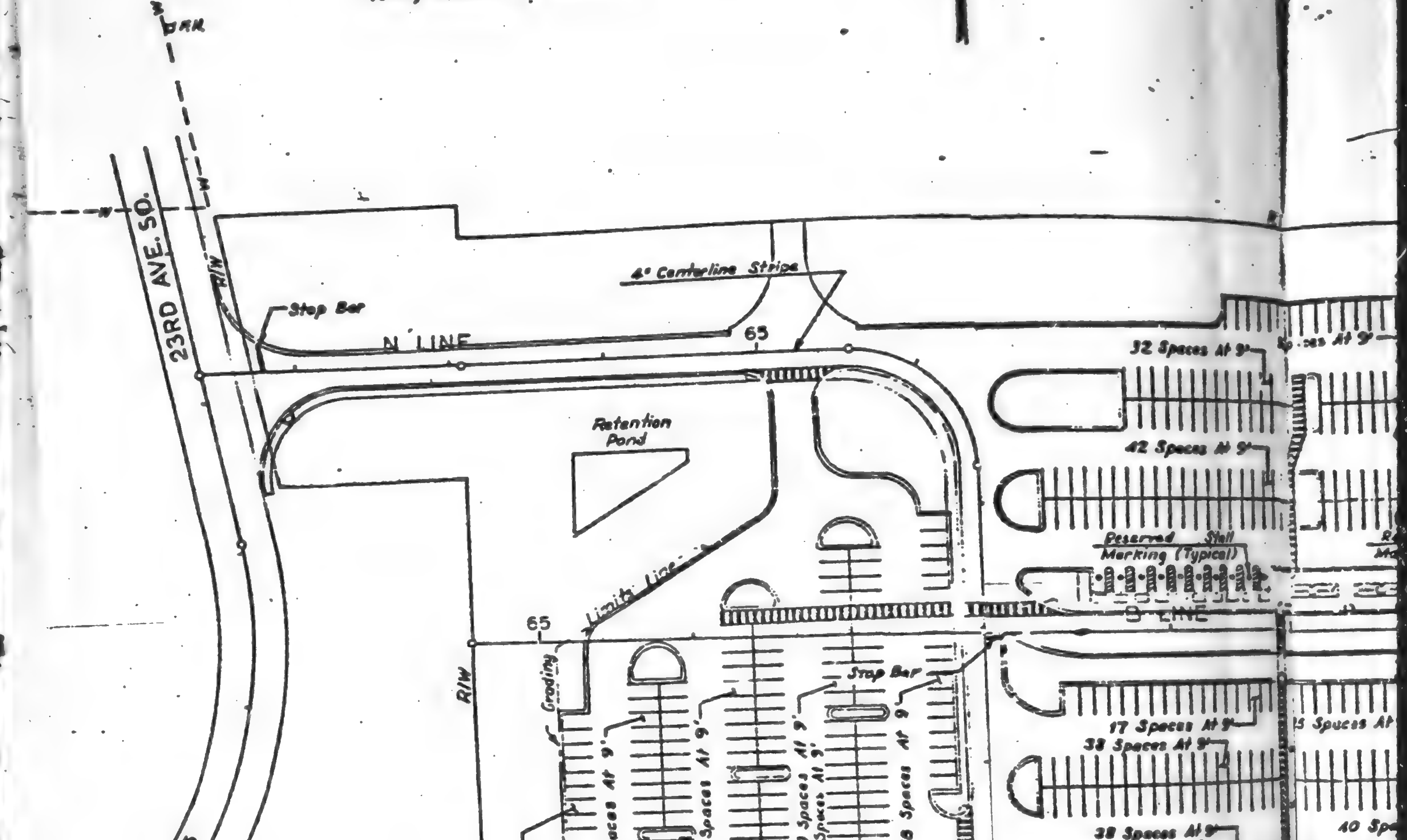
## PLAN NOTES

Parking [illegible] Reserved Stalls, Crosswalks And Other Pavement Marking To Be Laid Out Perpendicular And/Or Parallel To The S Line Survey, Unless Otherwise Shown.

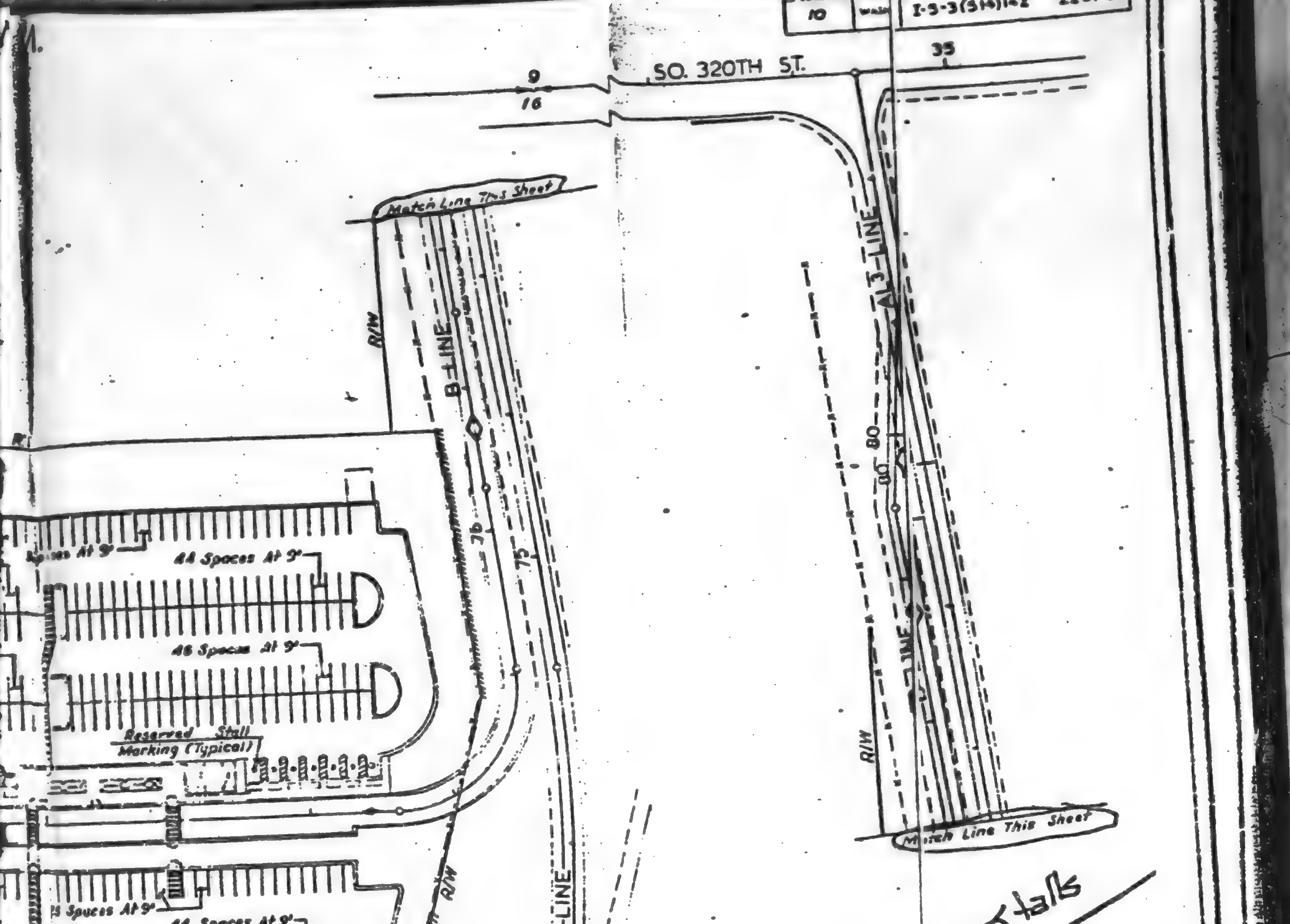
See Sheet 23 For Paint Stripe And Pavement Marking Details.

See Sheet 3 For Details In The Vicinity Of The Bus Island.

Parking Capacity: 781 Parking Stalls And 17 Reserved Stalls


23RD AVE. SO.
R/W
Stop Bar
4" Centerline Stripe
N LINE
65
Retention Pond
Limits Line
Grading
Stop Bar
32 Spaces At 9'
42 Spaces At 9'
Reserved Stall Marking (Typical)
S LINE
17 Spaces At 9'
38 Spaces At 9'
38 Spaces At 9'
38 Spaces At 9'
38 Spaces At 9'
15 Spaces At
40 Spa
36 Spa
32 Spa
26 Spaces At 9'
26 Spaces At 9'
26 Spaces At 9'
4 Spaces At 9'
20 Spaces At 9'
42 Spaces At 9'
20 Spaces At 9'
22 Spaces At 9'
26 Spaces At 9'
18 Spaces At 9'
13 Spaces At 9'
6'
25
Stop Bar
S LINE
4" Centerline Stripe
R/W
50
0
In Feet

10 I-5-3(314)142 22 of 31



9
16
SO. 320TH ST.
35
Match Line This Sheet
R/W
B-LINE
76
75
AL3-LINE
80
80
R/W
Match Line This Sheet
Spaces At 9'
44 Spaces At 9'
46 Spaces At 9'
Reserved Stall Marking (Typical)
R/W
Spaces At 9'
44 Spaces At 9'
40 Spaces At 9'
36 Spaces At 9'
32 Spaces At 9'
AL3-LINE
SR 5 SOUTHBOUND
50 100 150 200
Scale In Feet

731 Stalls

SR 5

MP 143.83

SO. 320TH ST.
PARK AND RIDE LOT
KING COUNTY

LOT LAYOUT AND STRIPING PLAN

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

W. A. BULLEY
SECRETARY

APPROVED April 21, 1978
SHEET 22 OF 31 22 SHEETS

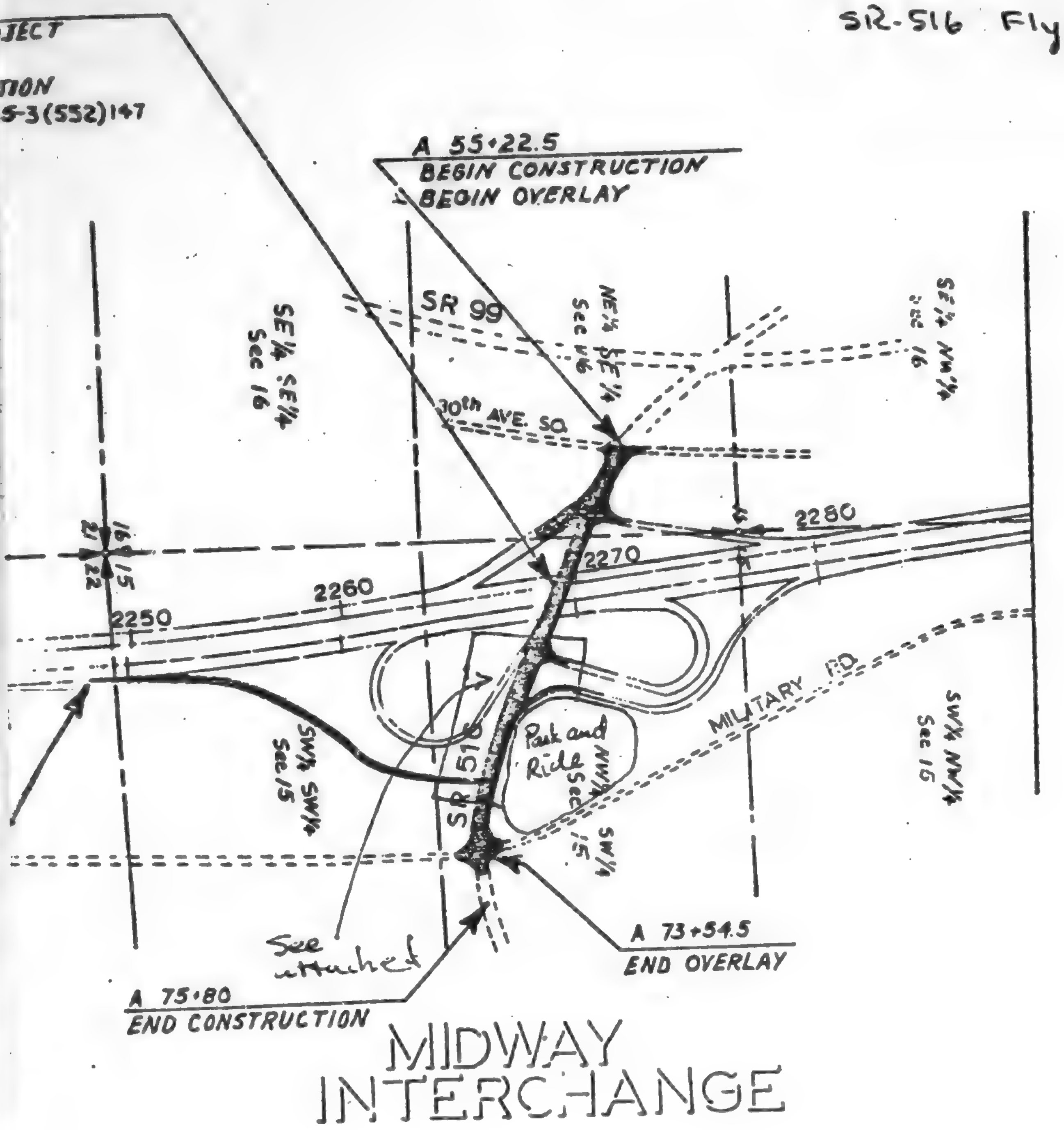
CONTRACT NUMBER

R.4 E. W.M.

WASH 1 5 [illegible]

79W103

Kent-DesMoines Park-and-Ride
(237 stalls) in conjunction with
SR-516 Flyer Stop Project


JECT
TION
-5-3(552)147
A 55+22.5
BEGIN CONSTRUCTION
& BEGIN OVERLAY
SR 99
SE¼ SE¼ Sec 16
NE¼ SE¼ Sec 16
SE¼ NW¼ Sec 16
30th AVE. SO.
2280
2270
2260
2250
16 15
21 22
MILITARY RD.
SW¼ SW¼ Sec 15
Park and Ride
NW¼ Sec 15
SW¼
SW¼ NW¼ Sec 15
SR 516
See attached
A 73+54.5
END OVERLAY
A 75+80
END CONSTRUCTION
MIDWAY INTERCHANGE

SR 5 MP 149.17

**SR 516 FLYER STOP**

KING COUNTY

**VICINITY MAP**

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

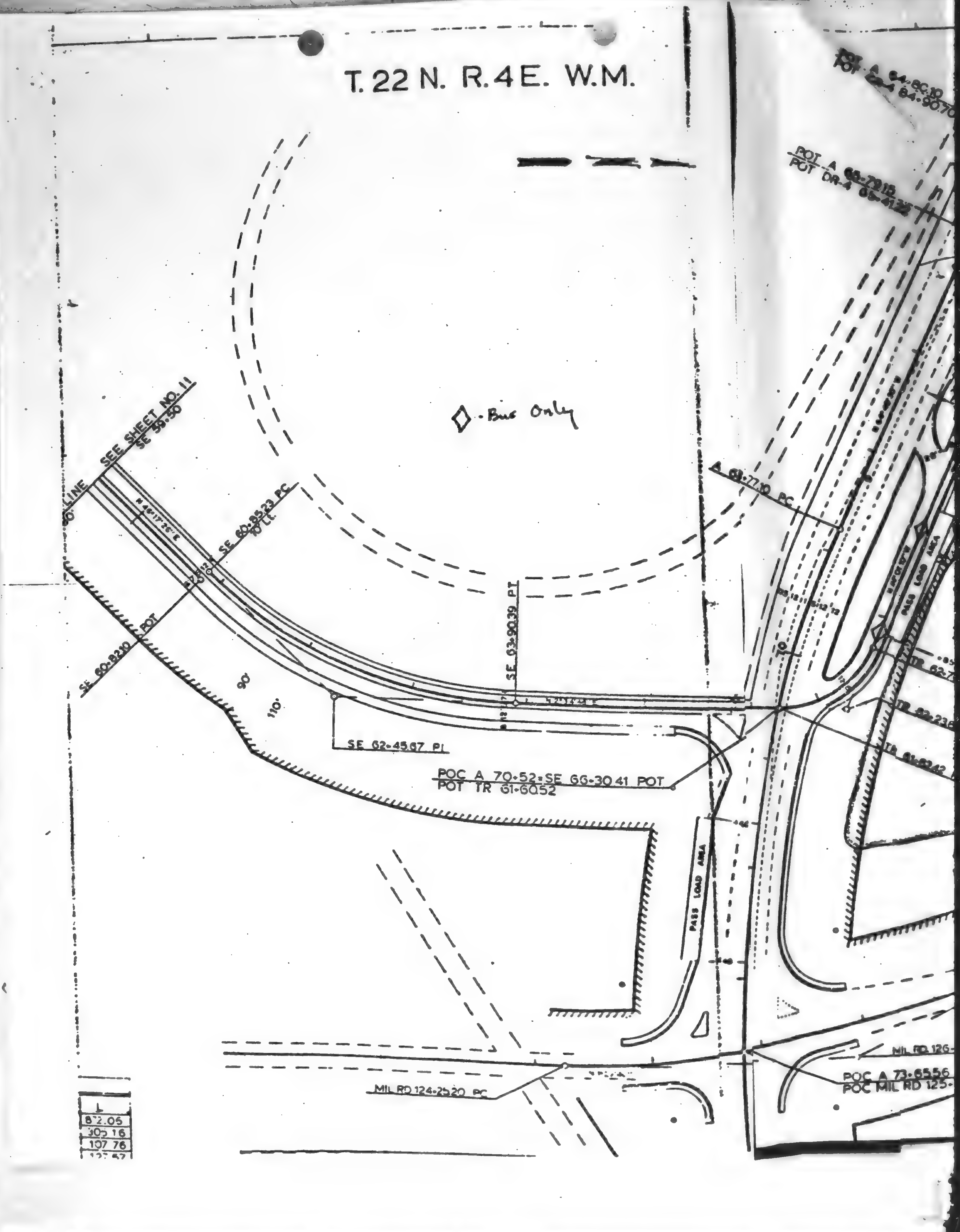
OLYMPIA, WASHINGTON

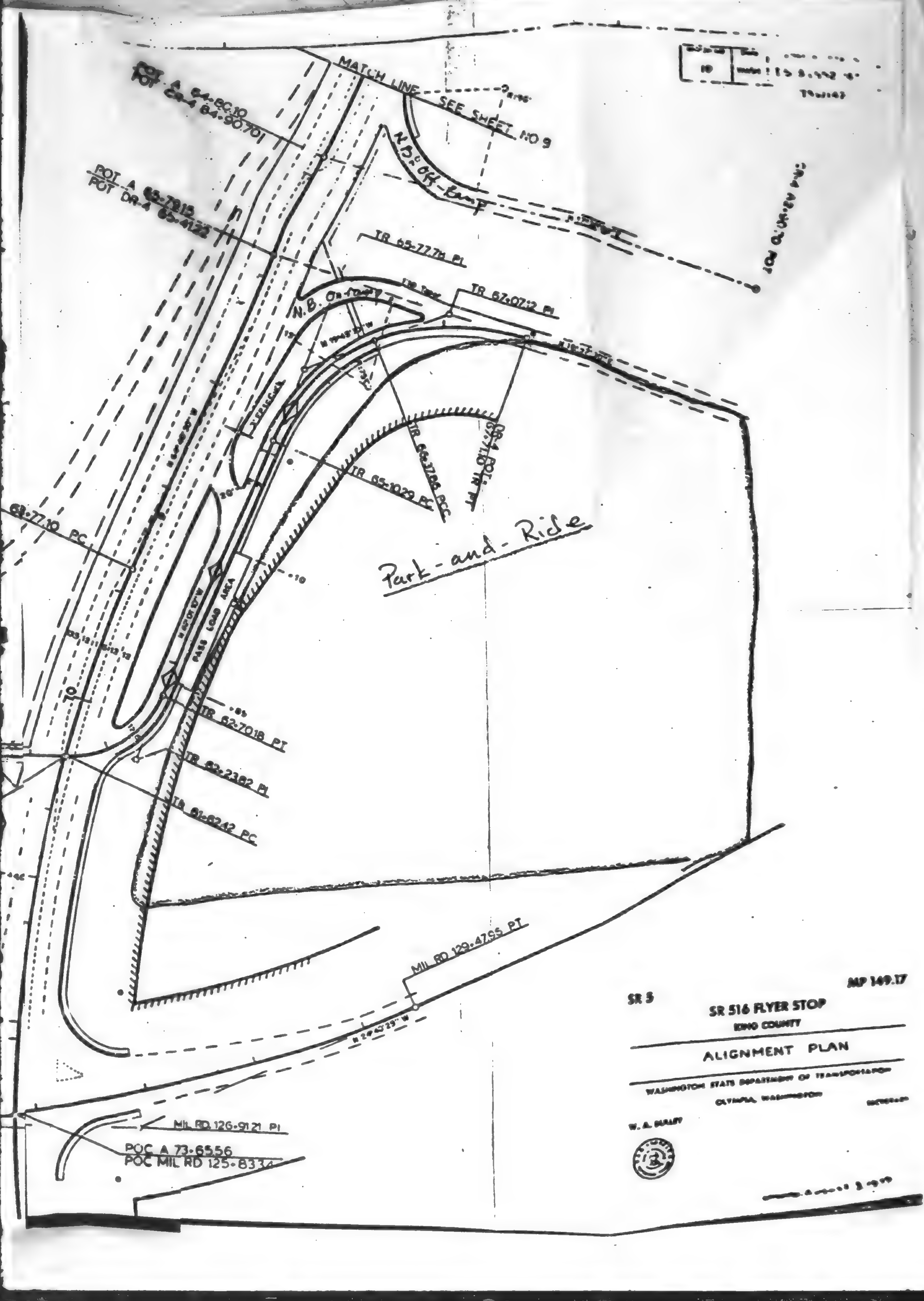
W. A. BULLEY SECRETARY

CONTRACT NUMBER

APPROVED August 3, 1979

SHEET 2 OF 54 SHEETS


T. 22 N. R. 4E. W.M.
POT A 64·86.10
POT DR-4 64·90.70
POT A 65·79.18
POT DR-4 65·41.25
◊ - Bus Only
SEE SHEET NO. 11
SE 59·50
60. LINE
N 46°17'26" E
SE 60·85.23 PC
10' LT.
SE 60·82.10 POT
90'
110'
SE 63·90.39 PT
SE 62·45.67 PI
A 61·77.10 PC
POC A 70·52 = SE 66·30.41 POT
POT TR 61·60.52
PASS LOAD AREA
PASS LOAD AREA
TR 62·7
TR 62·236
TR 61·63.42
MIL RD 124·25.20 PC
MIL RD 126-
POC A 73·65.56
POC MIL RD 125-
L
8?2.05
305 16
107 76
12? 57


MATCH LINE SEE SHEET NO 9
POT A 64+80.10
POT DR-4 84+90.701
POT A 65+79.15
POT DR-4 85+41.25
N.B. Off-Ramp
TR 65+77.74 PI
TR 67+07.12 PI
N.B. On-Ramp
TR 65+37.05 PCC
TR 65+10.29 PC
68+77.10 PC
Park-and-Ride
PASS LOAD AREA
TR 62+70.18 PT
TR 62+23.62 PI
TR 61+62.42 PC
MIL RD 129+47.55 PT
MIL RD 126+91.21 PI
POC A 73+65.56
POC MIL RD 125+83.34

SR 5

MP 149.17

SR 516 FLYER STOP

KING COUNTY

ALIGNMENT PLAN

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

OLYMPIA, WASHINGTON

W. A. BULLEY

lane county

May 5, 1980

Ms. Ellen Bevington
Lane Transit District
P. O. Box 2710
Eugene, Oregon 97402

Dear Ms. Bevington:

This letter responds to your request for clarification of Lane County's concerns regarding construction of the Riviera Transit Station. As you will recall, a meeting was held on July 13, 1979 to discuss this project. Representatives were present from LTD, State Highway Division, and Lane County. At that time the County had some major concerns that the proposed access onto the Beltline ramp would create a hazardous condition.

Lane County is now in the process of finalizing plans for the Federal to Maxwell section of the River Road reconstruction project. This project is currently scheduled to go to contract in Spring of 1981. The reconstruction includes widening River Road to a five lane section (two lanes in each direction and a center left turn lane), bikelanes, sidewalks, and bus turnouts. A southbound double left turn lane is to be provided from River Road onto the Beltline eastbound ramp. The existing free right turn for northbound River Road traffic onto the Beltline eastbound ramp will be eliminated.

County staff have reviewed the Branch Engineering Report that provides three alternatives for providing access to the proposed transit station. The concepts presented in Alternative 1 (River Avenue Bus Entrance) or Alternative 3 (Beltline eastbound on-ramp bus entrance) are generally acceptable to the County provided that all appropriate traffic control devices are incorporated within the project to minimize traffic conflicts. Alternative 2 (midblock bus entrance from River Road) would not be acceptable to the County.

INITIALS
Manager ______
Planning ______
Transportation ______
MAY 9 1980
Administration ______

DEPARTMENT OF PUBLIC WORKS / 3040 DELTA HIGHWAY NORTH / EUGENE, OREGON 97401

One concern that the County has that we would like to see addressed involves the bus turnout lane on River Road. A bus traveling north leaving from the transit station turnout will have to cross both the bike lane and the right turn lane in order to enter the through travel lane.

During peak travel periods this maneuver is likely to be difficult and will involve some degree of hazard. During these peak periods LTD should consider requiring buses to actually enter the transit station site rather than attempting to use the on-street bus turnout. It may appear that this would require additional operating time, however, re-entering the through lane from the bus turnout may require just as much additional operating time.

Very truly yours,

John E. Goodson
Transportation Planning Engineer

JEG/sm

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • GENE, OREGON 97401

Manager
GB Planning
Trans.
MAY 9 1980
Administration

May 2, 1980

Ms. Phyllis Loobey
Lane Transit District
PO Box 2710
Eugene OR 97402

Dear Phyllis:

I have reviewed a copy of the "Access and Circulation Study" for the proposed Riviera transit station. Overall, I believe it to be a well-done and professional report. It addresses most of the issues vital to the proposed transfer station. We agree with the recommendation of Proposal 3, which provides direct access to the Beltline on-ramps, as the superior alternative.

However, we do have some concerns about the details of that alternative as well as the other two. Internally, Alternative 3 has an awkward merge at the exit point where buses and automobiles come together at the exit. This problem could be compounded because of the size and lack of visibility typical of buses. There are two easy remedies to this problem. One would be to completely separate the automobile exit from the bus exit. Another would be to have the automobile parking lot exit approach the bus exit at right angles for better automobile visibility.

Another problem we see is that three of the buses will have their entry in the bus aisle way and not on a curb. This could produce major problems if the transfer station is heavily used. We suggest that a raised pedestrian refuge be placed in the middle of the aisle way to allow pedestrians to wait for their buses other than in the aisle.

The treatment of the River Road bike lane is also of concern. The concept of requiring bicyclists to use the sidewalk north of the site to the intersection of the Beltline ramp and then ride across the crosswalk is hazardous and probably would not be done by most bicyclists. We recommend that the bike lane be treated in the same manner as the bike lane on Pearl Street as it approaches 18th Avenue. The bike lane would be placed to the left of the right turn lane. Cars wishing to turn right and buses using the bus base would have to merge through the bike lane. We have found this striping treatment to be quite effective and much safer than having right turns which turn into a bike lane to the right of the lane. No bike lane is shown on southbound River Road. Although I realize that this is out of the Lane Transit District area of responsibility, we feel this deficiency should be pointed out so that when curbs are widened, enough room is provided to accommodate a bike lane.

Alternative 1 has most of the problems we envision for Alternative 3, with the addition of many more dangerous weaving locations. It would require buses to make left turns onto and off of River Avenue which could seriously congest traffic on River Avenue and be reasonably dangerous. On-site, there are at least five potential merge problems which would have to be addressed and corrected before it could be considered an acceptable plan.

Alternative 2 would be extremely difficult operationally. It would require left turns from River Road onto the site in a middle-block location. This move would be difficult and unsafe, and we recommend against it. This alternative also has a merge conflict at the exit.

We hope these comments have been of benefit to you. We would be happy to elaborate on any one of them should you desire.

Very truly yours,

Jim

James R. Hanks
Traffic Engineer

JRH:al/Fa5

ile No. TRA 7
d. No. ______ M.P. ______
ity of ______
Streets ______
Rural ______ Urban ______

Highway - Traffic 378-6537

April 7, 1980

Alfred Shirley, Jr.
Region III Engineer

ATTN:
Jim Gix

L. E. George
Traffic Engineer

Review of Consultant's Report
Regarding Access to the Proposed
Riviera Transit Station

NOTED
GLEN L. CLARK

This Transfer Station and small Park and Ride Facility has been followed by this office since its inception several years ago. Lane Transit District did not, in our opinion, look for an alternate site on the west side of River Road as suggested by the Region III Federal Aid Engineer. This was due to the available county right of way which made this present site attractive from a cost standpoint.

All three access proposals are deficient due to the site selection. It now becomes a questions of which alternative has the least problems. Mid-block Proposal No. 2 is the least attractive due to lack of left-turn refuge storage and splitting of the curb bus facility.

The two remaining access plans differ in feasibility based on who is evaluating their merits: a Traffic Engineer or a Transit Manager.

From a traffic engineering standpoint, safety will be best served at the River Road-River Avenue intersection as shown in Proposal No. 1. The consultant's concern about the current accident experience at this location should have no basis for consideration. The accident experience is predominently left-turn accidents, north to east in conflict with south to north vehicles, which should be corrected with a protected phase, with or without the construction of the Transfer Station. The left-turn volume, north to east, is very low compared to the same movement of the eastbound on-ramp at the north end of the proposed facility. For this reason, and other as follow, the busses should be taken out of the traffic flow at the on-ramp. From a transit manager's standpoint, additional bus mileage is produced by this Proposal No. 1.

Proposal No. 3 at the River Road eastbound on-ramp has serious accident potential features. The double left turn with the mix of vehicles is a potential accident generator. If the double left-turn movement is necessary for future traffic volume, then the plan to remove the busses from this stream has even more importance. Providing an access from the on-ramp immediately adjacent to this high volume intersection is an additional potential accident generator. Passenger vehicles also will attempt to gain access via this ramp. Signing will not accomplish the separation

NOTED

NOTED
JOHN HANKS

NOTED
DWAYNE HOFSTETTER

of this mix. Some passenger vehicles would surely be in the improper left-turn lane and yet be a third potential accident generator. The granting of an access from an interchange ramp would set a precedent which might have greater far reaching implications than just this one mislocated Transit Station. Lane Transit District called a meeting over one year ago to discuss this very access. Lane County was represented at the meeting. A representative of this office stated that such an access, Road Approach Permit, would not be granted. It was then suggested that the River Avenue access be considered an interior circulation plan developed. Lane County representatives concurred in this decision.

In summary, Lane Transit District has not responded to years of warning that the on-ramp access would create a potential hazard if allowed and that the State and County agreed that such would not be granted. It is strongly recommended that Alternative No. 1 be Region III's recommendation to the Transit District.

L. E. George
Traffic Engineer

GLC:jrb
Attachment
cc: H. S. Coulter
D. H. Moehring
Gary Potter
Larry Asburry
Dave Jones

9358

**STATE OF OREGON**

**INTEROFFICE MEMO**

Highway Division
DEPT.

726-3582
TELEPHONE

**TO:** Alfred Shirley
Region Engineer

**DATE:** March 24, 1980

**FROM:** Dave Jones
Resident Engineer

**SUBJECT:** Riveria Transit Station
Access & Circulation Study

ROSEBURG REGION
RECEIVED
MAR 25 1980

| | | | | |
|---|---|---|---|---|
| [✓ RE] | [✓ RME] | [✓ RCE] | ROE | [✓ TE] |
| RUE | DES | RSR | [✓ RPH] | RLE |
| ENV | [✓ FAE] | RBI | SEC | |

Transmitted herewith for review and either approval or denial is the study of access and circulation for the proposed Riveria Transit Station.

In the study, Branch Engineering offers three alternatives:

ALTERNATE 1 provides ingress and egress for buses and all other vehicles at a point on River Avenue.

ALTERNATE 2 provides ingress and egress for private vehicles at the same point as Alternate 1. Bus ingress is between the South Beltline ramp access and River Avenue. Bus egress is at the same location as private vehicles on River Avenue.

ALTERNATE 3 provides all egress for buses and private vehicles again at the same point on River Avenue. Ingress for buses is on the Beltline Highway on ramp. Ingress for private vehicles is at the point on River Avenue.

Alternate 2 in either a present day situation or a 1985 improved situation is a mid-block entrance for buses and is not at all satisfactory from a traffic safety or traffic efficiency standpoint; therefore, further comments will be discussing the relative merits or faults of Alternate 1 & 3.

The merits of Alternates 1 & 3 are not quite as the study protrays them, so analysis of the data provided needs to be reviewed:

1. Figures 3 & 4 of the report indicate peak hour traffic in the a.m. with a traffic pattern south on River Road to eastbound Beltline or continuance south on River Road. P.M. peak hour traffic indicates north on River Road

and westbound on Beltline Highway to southbound on River Road to the shopping areas immediately south of the project area.

2. The level of service is generally degrading and by 1985 will become intolerable, consequently Lane County Department of Public Works has in the "mill" reconstruction and new signalization of River Road in the project area.

3. A quick review of figure 5 on page 11 of the report and the accident rates on page 12 indicate the present signals are inadequate. Though accidents are not anywhere near the state average most of the accidents appear to be those types which could be eliminated with proper turning phase in the signals.

4. Figure 7 on page 15 indicates the bus movements to and from the site for the purpose of evaluation, only the 1985 projections should be used.

5. Present and future pedestrian and bicycle traffic should not have a material effect on access analysis.

6. Figure 9 on page 19 indicates the proposed street and traffic improvement by Lane County Department of Public Works.

7. Discussion of Alternates 1 & 3: Alternate 1 commentary on page 26, paragraphs 2, 3, & 4 point out the present bad traffic situations, but as earlier pointed out the county plans improvement to the traffic capacity, street design, and traffic signal revisions therefore, these statements are in-appropriate to the evaluation. Alternate 3 is more efficient from a stand-point that there is a savings of 1.96 bus miles per hour in travel distance. The drawback to Alternate 3 is the weaving movement required to enter the Transit Station. (This option would require special signing and delineation)

On page 33 of the report it suggests that the AASTHO practice is similar to the situation here. That is not the case here at all.

It is my reccommendation that Alternate 1 be the approved access although Alternate 3 is the most efficient for buses. It will violate access policy and has the potential for more accidents because of the weaving movements.

kls

LANE TRANSIT DISTRICT

March 21, 1980

Mr. Dave Jones
Resident Engineer
1045 Gateway Loop
Springfield, OR 97477

Dear Dave:

Enclosed are 6 copies of the Access & Circulation Study for the proposed Riviera Transit Station. The report was prepared by Branch Engineering for LTD and Lutes-Sanetel Architects, as one element of the F.A.U-funded Riviera Transit Station Project. Three access alternatives were investigated and Branch Engineering has recommended that a north access point off of the eastbound Beltline ramp be developed, as per Alternative 3.

LTD supports this recommendation and requests that this circulation pattern be approved so that actual work on the station design can commence.

A prompt review of the traffic and circulation aspects of this project is critical if the Riviera Transit Station is to be coordinated with Lane County's plan for improvements on River Road.

Thank you for your consideration.

Sincerely,

Ellen Bevington
Planning Administrator

EB/em

cc: George Price
Don Allen
Ollie Snowden

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

**Branch Engineering**

105 Q Street, Suite 2B
Springfield, Oregon 97477
(503) 746-0389

March 17, 1980

Mr. Don Lutes
Lutes/Sanetel/Architects
417 North A Street
Springfield, Oregon 97477

Subject: Access and Circulation Sudy for Proposed Riviera Transit Station

Dear Mr. Lutes:

Transmitted herewith is the final report of the Access and Circulation Study for the Proposed Riviera Transit Station.

The report summarizes existing travel conditions in the project vicinity and presents an evaluation of three alternative site plans. The emphasis of the analysis was on safety, efficiency and convenience for all modes of travel including transit, automobile, bicycle and walking.

We appreciate the opportunity to perform the study and trust that the information and analysis presented will be helpful. If you have any questions or comments please feel free to contact me.

Sincerely,
Branch Engineering

James A. Branch
James A. Branch

# ACCESS AND CIRCULATION STUDY
# FOR
# PROPOSED RIVIERA TRANSIT STATION

Prepared for

LANE TRANSIT DISTRICT
and
LUTES-SANETEL ARCHITECTS

REGISTERED PROFESSIONAL
ENGINEER
8450
James A. Branch
OREGON
AUG. 22, 1975
JAMES A. BRANCH

Prepared by

BRANCH ENGINEERING
Springfield, Oregon

March, 1980

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# Introduction

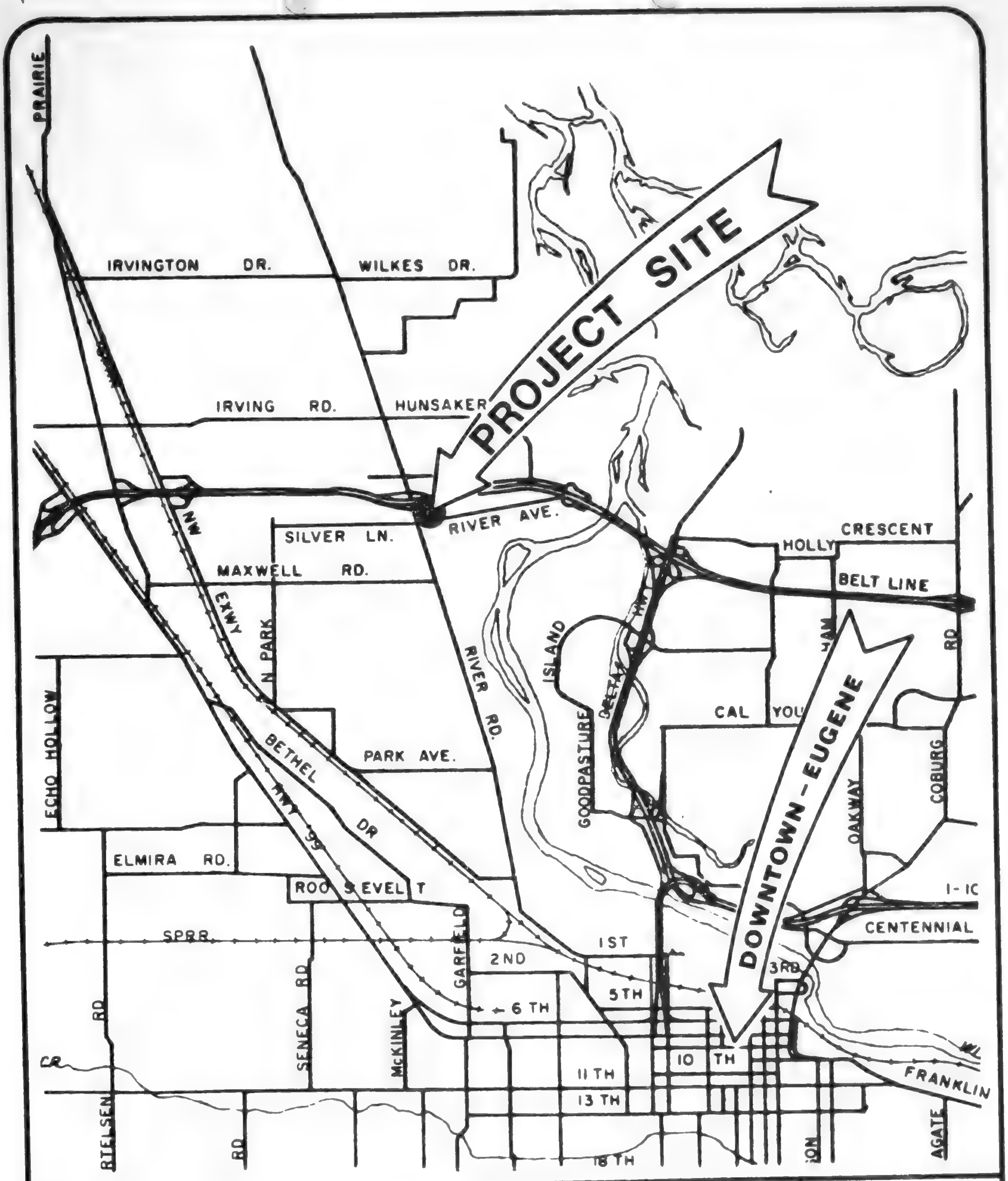
This report summarizes an analysis of alternative access and circulation design concepts for a proposed transit station/park-and-ride lot herein referred to as the Riviera Transit Station to be located in Eugene, Oregon. This analysis incorporates proposed street system improvements in the project vicinity that have been or are currently under consideration.

The project site is approximately 3.5 air miles northwest from downtown Eugene as shown on Figure 1. The 2.4 acre parcel is situated in an outlying neighborhood shopping district at the intersection of River Road, a major radial route from Eugene, and the Beltline Highway, a major circumferential route.

The Riviera Transit Station when developed will accomodate 8-10 buses at one time and provide parking for about 150 automobiles. Bicycle storage, shelters, landscaping and other amenities will be included in the final design. The station will provide a neighborhood focus for transit as well as permit better co-ordination of the routes and schedules serving this area of the community. The park-and-ride lot and bicycle storage will facilitate multi-modal trips and encourage commuters to utilize transit service in this congested corridor.

## Local Transit Development Plans

Lane Transit District anticipates the development of a series of transit nodes throughout the Eugene-Springfield metropolitan area which will ultimately be connected by a route system that is a combination of both radial and crosstown routes operating in an express mode. This system concept is known as Bus Rapid Transit. The Bus Rapid Transit system has been incorporated into the adopted Eugene-Springfield Area Transportation Plan and into Lane Transit District's Transit Development Program. The Riviera Transit Station is the first node in this system to be developed and as such, it will serve as a prototype for future needs.


PRAIRIE
IRVINGTON DR.
WILKES DR.
PROJECT SITE
IRVING RD.
HUNSAKER
SILVER LN.
RIVER AVE.
MAXWELL RD.
HOLLY
CRESCENT
BELT LINE
EXWY
N PARK
RIVER RD.
ISLAND
DELTA
GOODPASTURE
CAL YOUNG
DOWNTOWN-EUGENE
RD
ECHO HOLLOW
BETHEL DR
PARK AVE.
HWY 99
ELMIRA RD.
ROOSEVELT
OAKWAY
COBURG
I-105
CENTENNIAL
SPRR
1ST
2ND
GARFIELD
5TH
3RD
6 TH
SENECA RD
McKINLEY
10 TH
11 TH
13 TH
FRANKLIN
BERTELSEN RD
RD
18 TH
AGATE

**VICINITY MAP**

**Figure** 1

# Existing Setting

This section of the report presents the existing transportation and traffic conditions in the project vicinity including the street system and surrounding land use, traffic volumes, traffic operations and control, safety, transit, pedestrian and bicycle activities, and street improvements.

## Road System and Surrounding Land Use

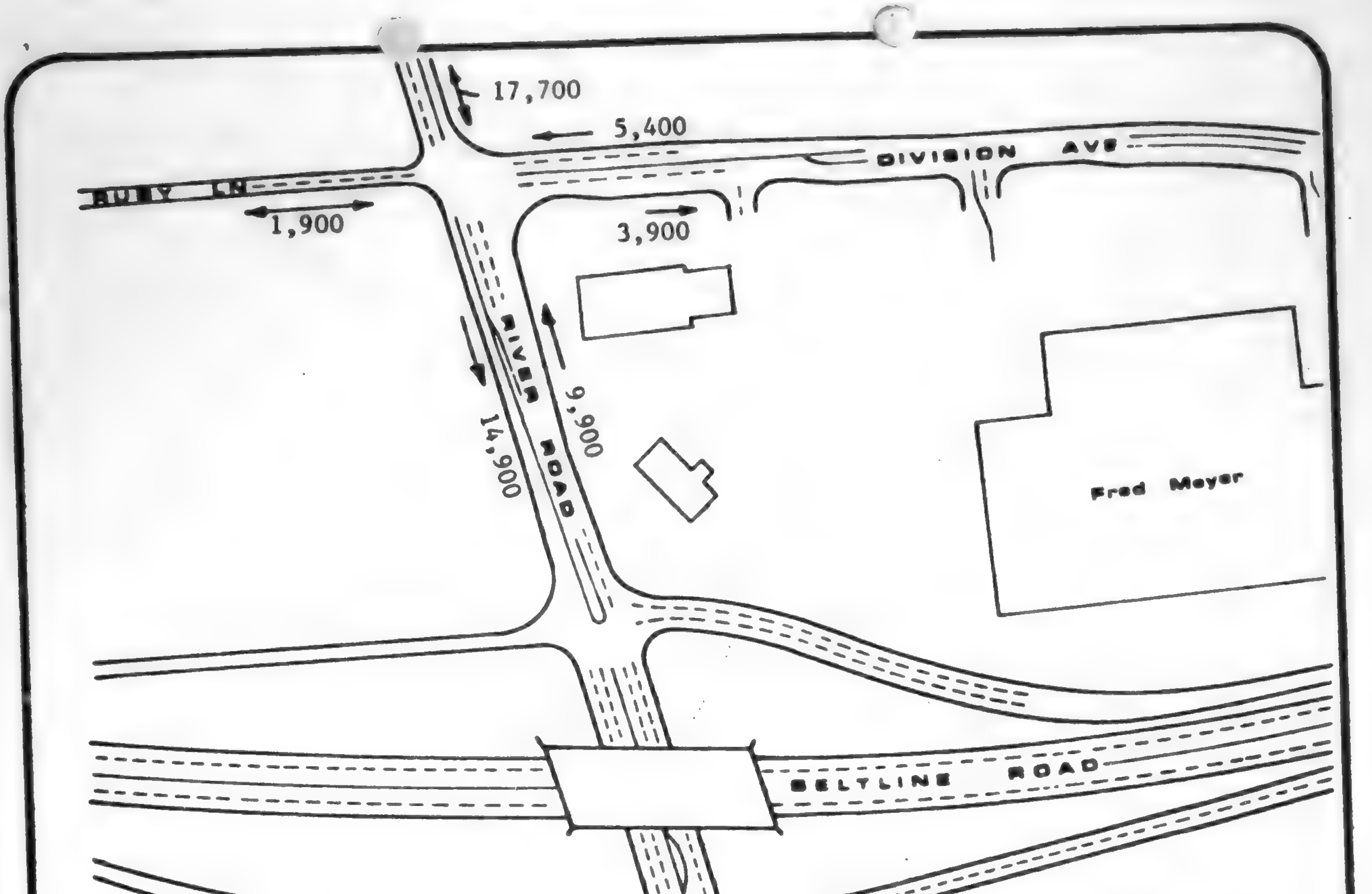
The project site fronts three roadways-River Road, River Avenue and the Beltline Eastbound (EB) on-ramp. River Road is a major arterial radiating from near downtown Eugene to fringe areas of the community. It is a two lane roadway throughout most of its length with turn lanes provided at major intersections. In the project vicinity, River Road is five lanes to accomodate the high traffic volumes and turning movements near the Beltline Highway interchange.

The Beltline Highway is a four lane freeway throughout most of its length with an interchange at River Road. The EB on-ramp fronting the site is striped two lanes and merges with Beltline Highway east of the project site. River Avenue, abutting the property to the south, functions as a minor arterial or collector. It is a two lane roadway with turn lanes at major intersections.

The project site is located in an outlying neighborhood commercial district consisting of restaurants, banks, grocery, variety, discount stores, etc. Surrounding the commercial district the land use is generally residential with some institutional and public lands. Silver Lea Elementary and North Eugene High Schools are within walking distance west of the site. A few blocks east of the site is a City of Eugene sewage treatment plant facility.

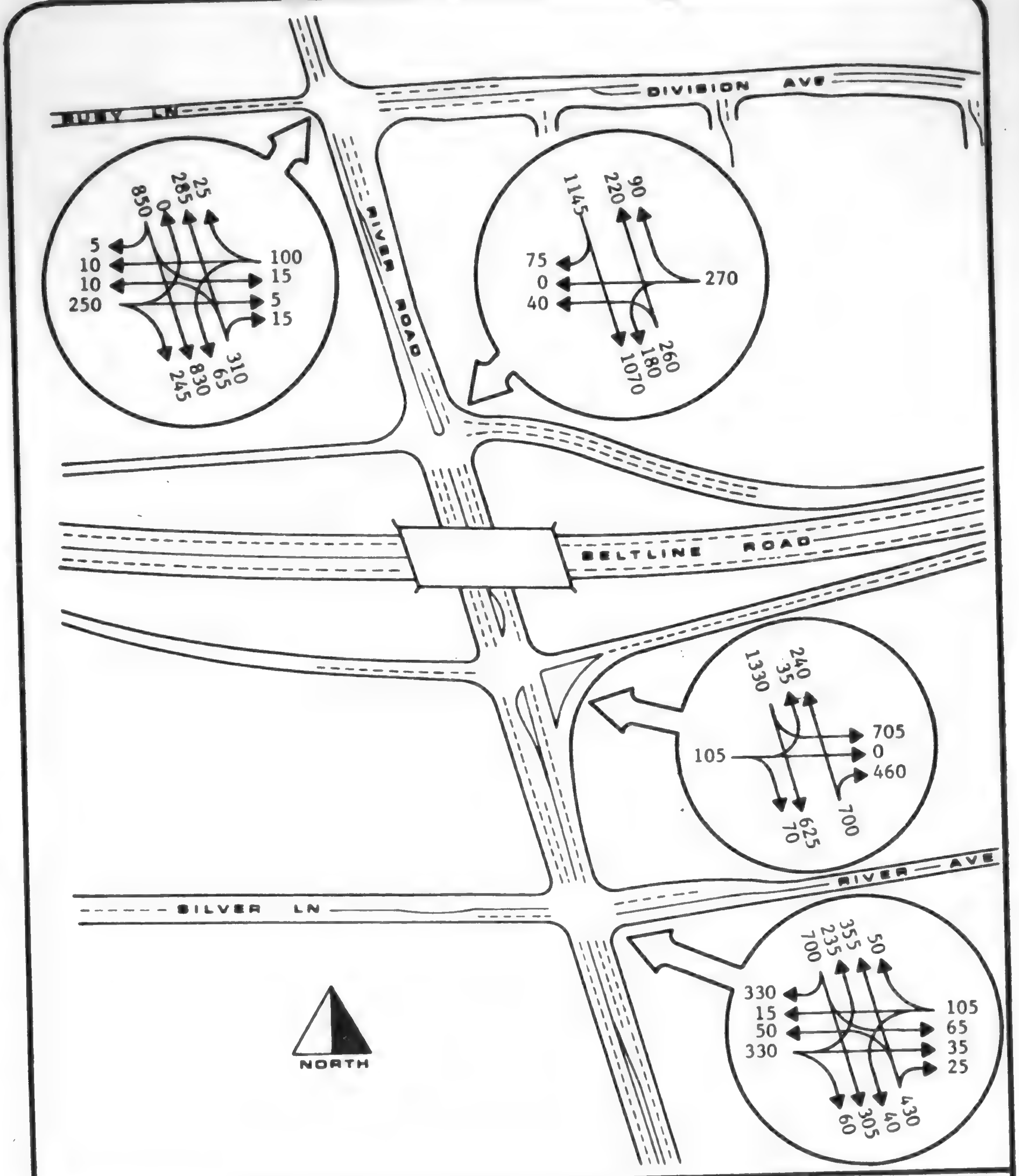
## Traffic Volumes

Daily traffic volumes shown on Figure 2 were assembled from Lane County records. Figures 3 and 4 show the AM and PM peak hour traffic volumes and turning movements at four major intersections


17,700
5,400
DIVISION AVE
RUBY LN
1,900
3,900
RIVER ROAD
14,900
9,900
Fred Meyer
BELTLINE ROAD
12,200
11,900
McDonalds
RIVER AVE
SILVER LN
8,400
5,050
NORTH
Safeway
Bi-Mart
1st Nat. Bank

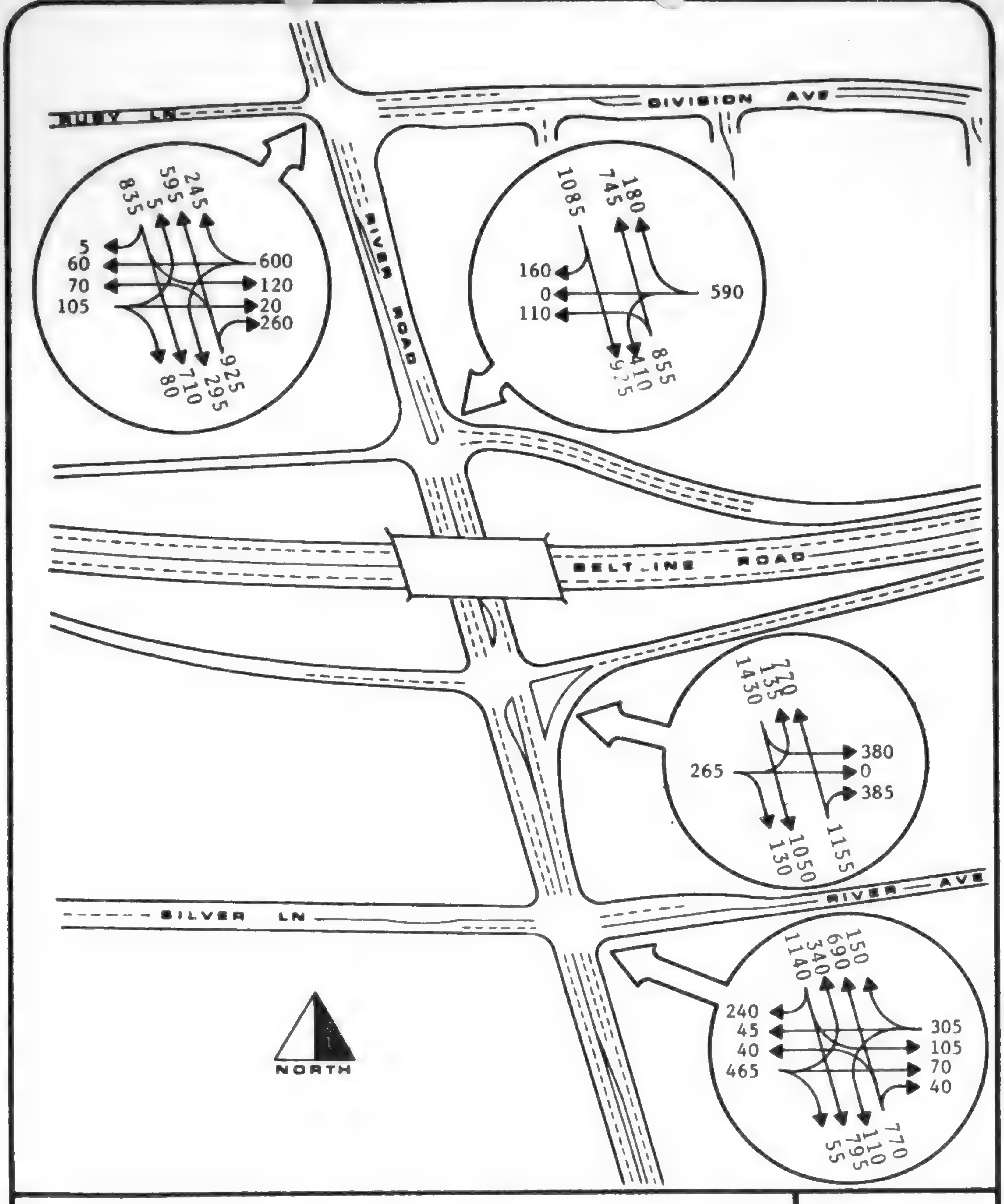
DAILY TRAFFIC VOLUMES
1979

**Figure**
2


RUBY LN
DIVISION AVE
RIVER ROAD
BELTLINE ROAD
SILVER LN
RIVER AVE
NORTH
850
0
285
25
5
10
10
250
100
15
5
15
245
830
65
310
1145
220
90
75
0
40
270
1070
180
260
1330
35
240
105
705
0
460
70
625
700
700
235
355
50
330
15
50
330
105
65
35
25
60
305
40
430

AM PEAK HOUR TRAFFIC VOLUMES
1979

**Figure**
3


RUBY LN
DIVISION AVE
RIVER ROAD
BELT LINE ROAD
SILVER LN
RIVER AVE
NORTH
835
5
595
245
5
60
70
105
600
120
20
260
925
295
710
80
1085
745
180
160
0
110
590
855
410
925
1430
135
770
265
380
0
385
1155
1050
130
1140
340
690
150
240
45
40
465
305
105
70
40
770
110
795
55

PM PEAK HOUR TRAFFIC VOLUMES
1979

**Figure**
4

along River Road. The intersections of River Road with the Beltline ramps and River Avenue/Silver Lane were counted during the week of December 17, 1979. Counts were taken from 7-9 AM and 3-6 PM at each of the three intersections. The Division Avenue/Ruby Lane intersection with River Road had previously been counted in November, 1977 by Lane County Public Works Department. This count was adjusted to reflect today's traffic volumes.

The daily traffic counts indicate that River Road is the most heavily travelled roadway fronting the site with 24,100 vehicles during an average weekday. No current counts were available along Beltline Highway in the immediate vicinity; however, 1976 traffic counts east and west of the River Road interchange were 32,000 and 21,000 vehicles per day, respectively. River Avenue carries the lowest volume of traffic with 5,050 vehicles per day.

The peak traffic period in the project vicinity occurs between 3:45-5:15 PM. This coincides with the work-to-home rush period. The less severe morning peak hour begins at 7:30 AM and continues for about one hour.

## Traffic Operations

Most of the congestion and delays along River Road occur at signalized intersections. The emphasis of this section of the report, therefore, will be on the operating conditions at the four signalized intersections in the project vicinity.

The capacity and level of service that a signalized intersection can provide are dependent on the traffic characteristics, intersection geometrics and signal operation. To quantify operating conditions at the major intersections a determination of the capacity of the intersection was made. Procedures outlined in the Highway Research Board Capacity Manual SR-87 were used. Then, basically, the traffic volumes entering each intersection were compared with the corresponding approach capacities.

To relate the impact of traffic volume on congestion, a system of defining various traffic conditions by a Level of Service designation was used. This technique developed by transportation engineers is described in the Highway Capacity Manual and the Transportation and Traffic Engineering Handbook. These level of service (LOS) designations range from A to F, similar to school report card grades. LOS A is very good, while LOS F reflects traffic flow that has deteriorated to a start-and stop condition. In urban areas, most traffic engineers design improvements to operate at LOS C, but they consider LOS D tolerable during peak periods as long as LOS D conditions do not exceed one hour. LOS A suggests that traffic is flowing with little, if any, interruption. LOS E indicates that the roadway is operating at capacity. The table below presents a generalized relationship between level of service and operating conditions.

| Level of Service | Operating Condition |
|---|---|
| A | Good |
| B | Stable |
| C | Acceptable |
| D | Tolerable |
| E | Congested |
| F | Jammed |

The results of the level of service analysis at the four signalized intersections in the project vicinity are tabled below.

| Intersection | Existing Level of Service | |
|---|---|---|
| | AM Pk Hr | PM Pk Hr |
| River Rd. & River Ave./Silver Ln. | A | C |
| River Rd. & Beltline south ramps | D | D |
| River Rd. & Beltline north ramps | B-C | C-D |
| River Rd. & Division Ave./Ruby Ln. | D | D |

From the above analysis travel through this area during the peak hours is tolerable at best, with short periods of delay. The River Road-River Avenue/Silver Lane intersection is shown to operate the best. However, this is somewhat misleading in that queuing from the Beltline intersection through this intersection severely hampers left turning and side street through movements.

Another indication of existing operating conditions along River Road in this vicinity is the motorist using the roadway daily. In 1978 the Lane County Department of Public Works conducted an Origin-Destination survey of the Santa Clara area in conjunction with a traffic impact analysis of the proposed extension of North Delta Highway. The following comments were received from motorists passing through the roadside stations:

"Road is always crowded; it takes 20 minutes to 30 minutes to drive from the Bell Estates to downtown where we are both employed." (Road segment: River Road)

"Please do something about the turn signal at Ruby and Division from River Road."

"If lights were on demand system to let River Road traffic move, it would be better. Irving Road (not bad), Santa Clara Ave. (bad) Ruby and Division (terrible) Beltline and River Road (terrible)."

"River Road traffic lights are the poorest synchronized in the county. Why 2 bike lanes when they ride wrong side anyway-need turn lanes. Planners were bought off to allow Fred Meyer to locate on River Road-Beltline when it was already overloaded."

"We live off Santa Clara Ave. and we are forced to go down Ruby because we can not get across River Road and have to hold up traffic. The corner of River Road and Division is a nightmare and Fred Meyer store should have a different access and we would also like a left turn lane for Santa Clara Avenue."

"When are they going to get all the signal lights around Beltline and River Road so we can drive it without taking 15 min. for six blocks. Thank you."

"Three way light on Silver Lea and Water Ave. to speed traffic."

"You're welcome. I hope you can straighten out the River Rd. mess!"

"River Road is a mess, why don't you do something about it."

"I'm in Real Estate, River Road needs HELP. Thanks." (Road segment: all of map circled)

"I think River Road definitely needs something done about the traffic problem. Possibly even four lane. That road is almost impossible to travel!"

"Large shopping areas such as Fred Meyer and Bi Mart should never have been built without road improvement *first*. River Road is a mess. Those of us who live out here *have* to suffer poor roads plus traffic from all over."

"If you want to do something worthwhile get the damn bike paths off River Road so traffic can move around cars wanting to make left turns."

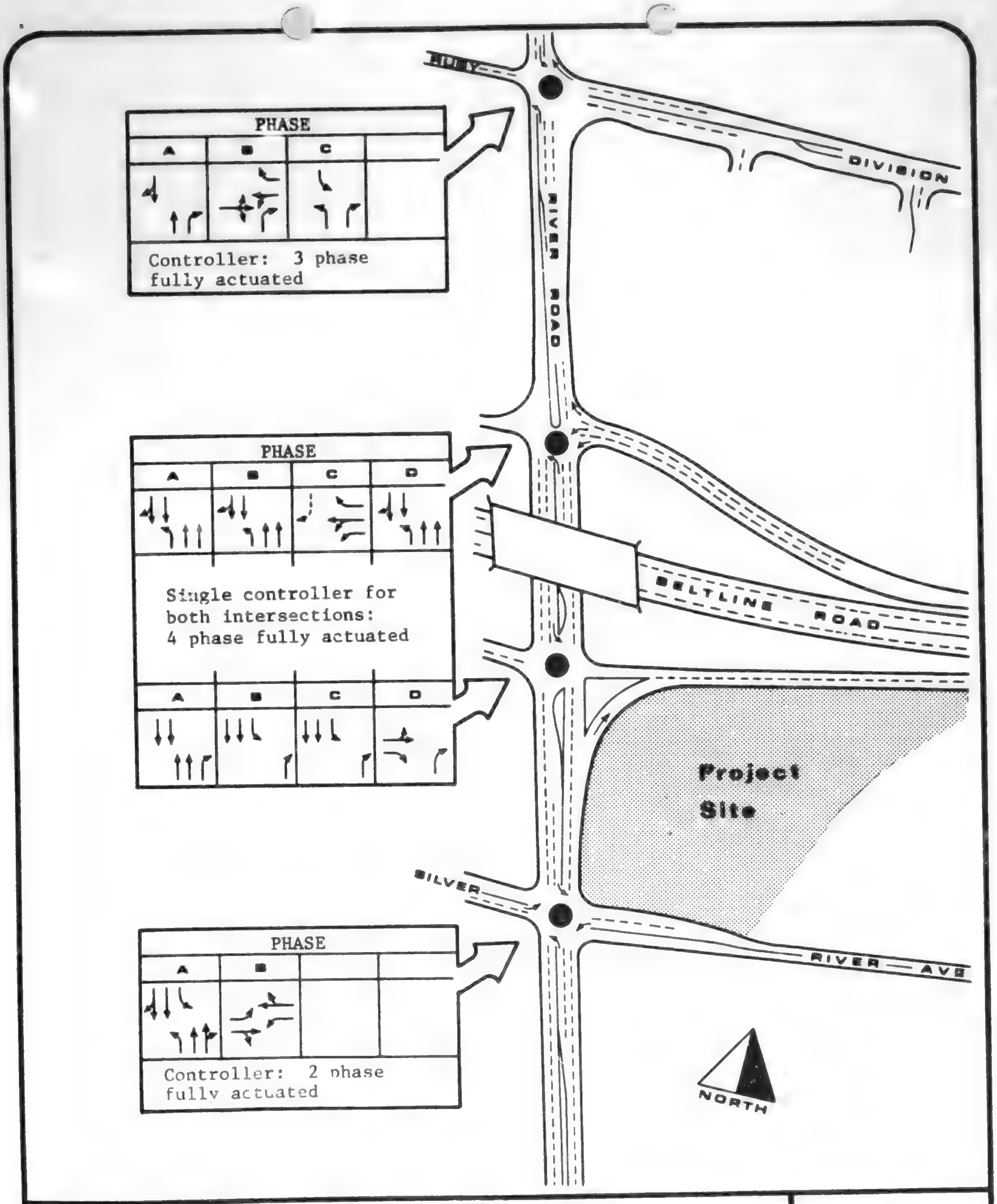
"The intersection at Fred Meyers is the worst in Eugene."

"Used River Road - congested at Silver and River Road - middle to late afternoon, especially when high school is in session."

## Traffic Control

Figure 5 illustrates the existing traffic control near the project site. The major intersections along River Road are controlled by signals. The River Road-River Avenue/Silver Lane intersection is controlled by a two phase fully actuated signal. Note that left turning vehicles do not have separate signal phases. During the evening rush period, vehicles are turning left on the amber and sometimes red light because of the limited gaps in the opposing traffic flow during the green phase.

The intersections of the Beltline Highway ramps with River Road are controlled by a single four phase fully actuated controller. It was noted that some unnecessary delays were occurring at one intersection due to traffic operations at the other. The Division Avenue/Ruby Lane intersection is controlled by a three phase fully actuated signal controller. There is no co-ordination or positive time relationships between signal controllers, therefore, traffic progression does not exist along River Road in the project vicinity.


PHASE
A
B
C
Controller: 3 phase fully actuated
HWY
DIVISION
RIVER ROAD
PHASE
A
B
C
D
Single controller for both intersections: 4 phase fully actuated
A
B
C
D
BELTLINE ROAD
Project Site
SILVER
RIVER AVE
PHASE
A
B
Controller: 2 phase fully actuated
NORTH

EXISTING (1979) TRAFFIC CONTROL
● = SIGNALIZED INTERSECTION

**Figure**
5

## Traffic Safety

Accident data were assembled for the section of River Road from River Avenue to Division Avenue for a four year period from January 1, 1974 to December 31, 1977. Collision diagrams were developed for each of the four intersections along this section of River Road (see Appendices). Accidents occurring between intersections were assigned to the nearest intersection. The accident data are summarized below.

| River Rd. intersection with: | Recorded Accidents (1974 to 1978) | Accident Rate (acc./million veh. entering) |
|---|---|---|
| Division Avenue | 27 | 0.85 |
| North ramps (Beltline) | 31 | 0.84 |
| South ramps (Beltline) | 10 | 0.29 |
| River Avenue | 31 | 0.91 |

From the above table, the intersection of River Road with the Beltline south ramps is found to be the safest intersection of the four with only 10 accidents occurring during the four year period and an accident rate of 0.29 accidents per million vehicles entering the intersection. In comparison, the River Road-River Avenue/Silver Lane intersection has the highest accident rate of 0.91 accidents per million vehicles entering.

From the collision diagrams, rear end and left turn collisions are the two types of accidents most common at these four intersections. At the River Road-River Avenue intersection, 18 of the 31 accidents (58 percent) involved left turning vehicles. Most of these turning accidents can be attributed to the lack of a separate left turn signal phase. Motorists turning left must cross the path of opposing traffic during the same signal phase, thereby creating a conflict during the same phase. Note also that 26 percent of the accidents at the north ramps intersection with River Road involved left turning vehicles without a separate signal phase control.

## Transit

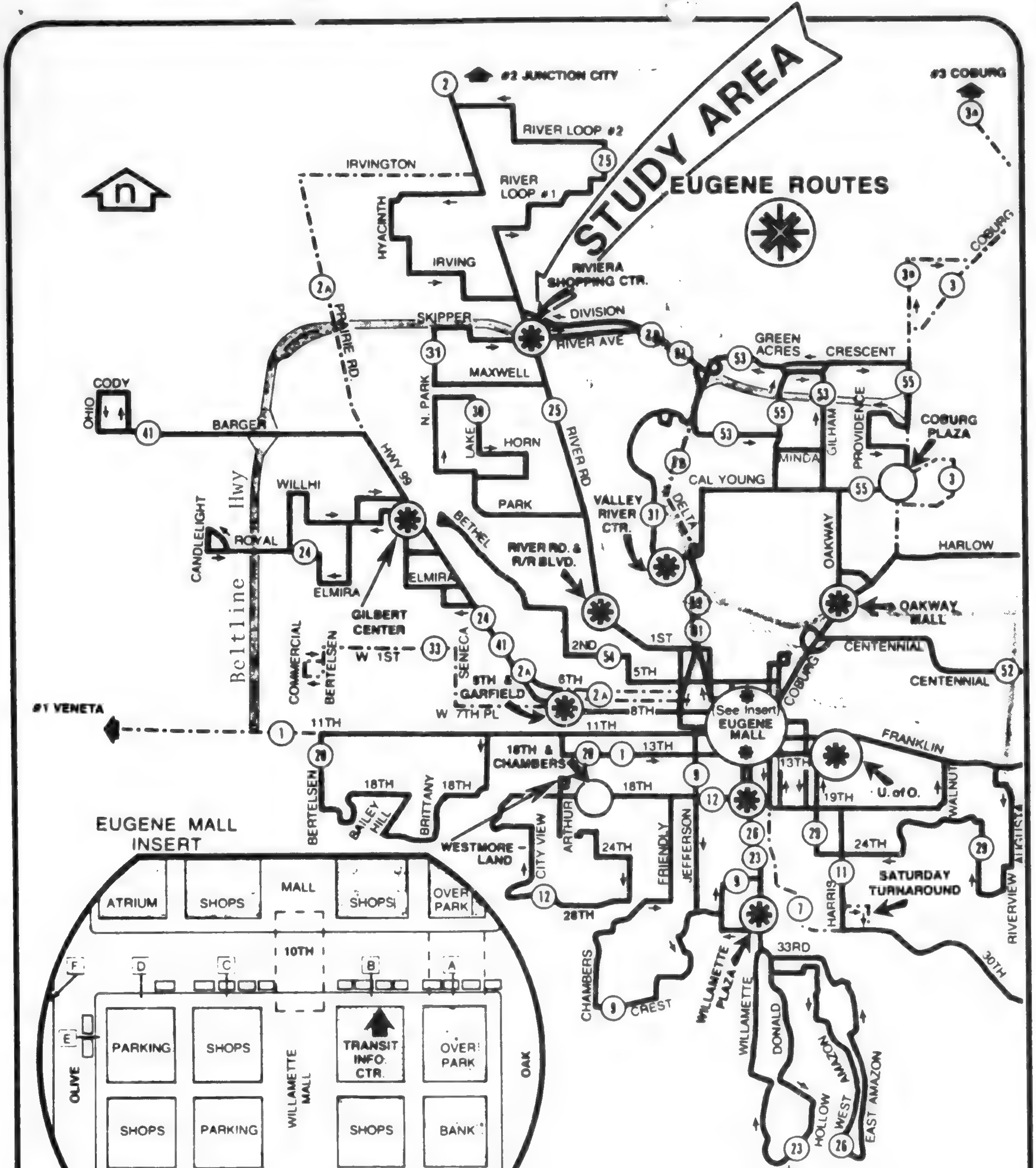
The transit system in the greater metropolitan area consists of a system of petroleum powered buses operating on existing streets. Most bus lines radiate from a central transfer point in downtown Eugene to local transfer points (like the Riviera Station) from which schools, shopping, employment and residential areas are served. During weekdays and Saturdays, bus frequency along most routes is 30 minutes during the daytime (6:00 a.m. to 6:30 p.m.). The fare for adult riders traveling within the metropolitan area is 35 cents. Rates for children and senior citizens range from 15 cents to free.

Figure 6 illustrates the existing transit routes in the Eugene area. Currently, three routes serve the Santa Clara/ Riviera area:

| | |
|---|---|
| Junction City | (#2B) |
| Santa Clara | (#25) |
| VRC/Riviera | (#31) |

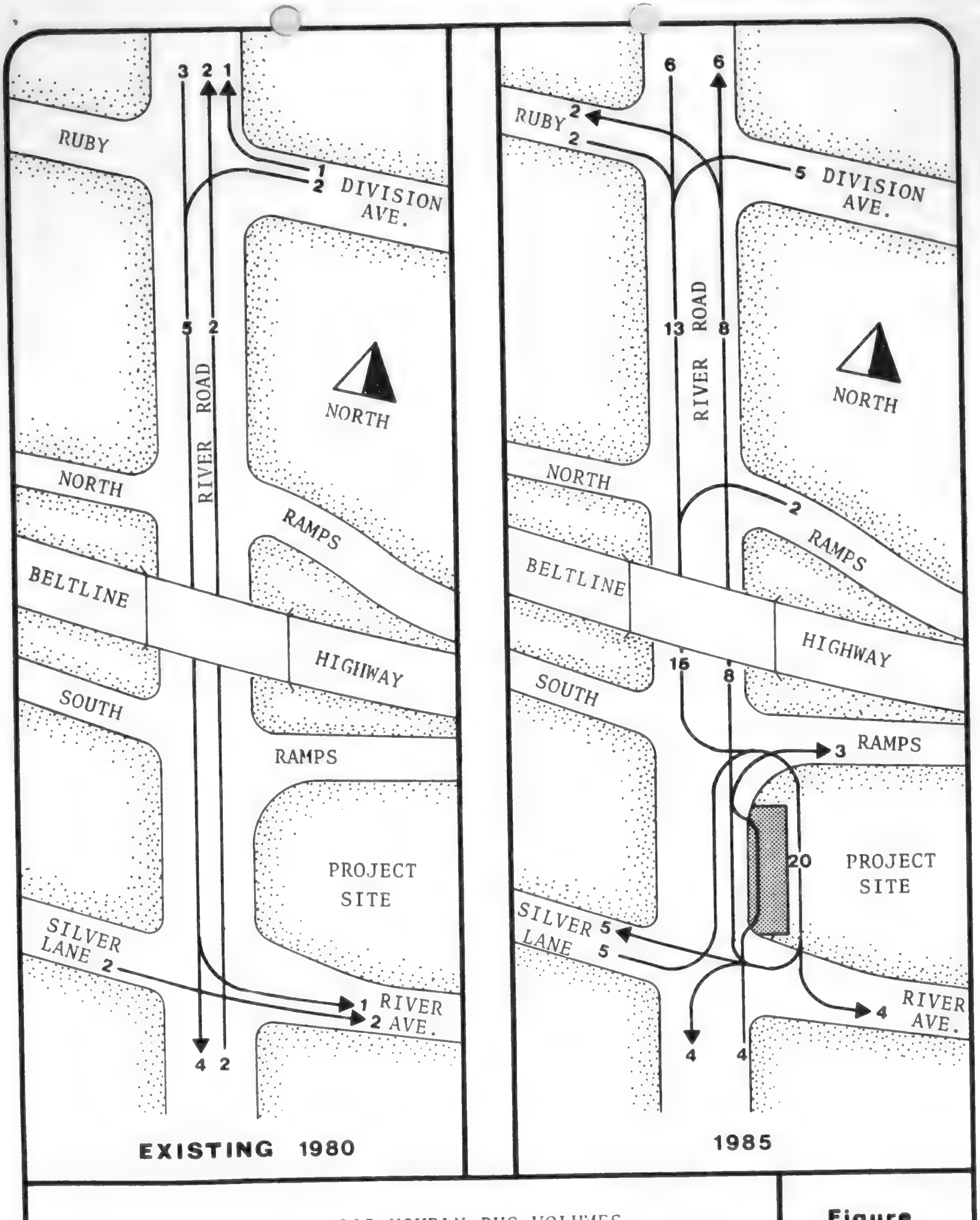
Buses on the Santa Clara and VRC/Riviera routes are operating on 30 minute headways. The Junction City route (#2B) buses are less frequent operating on about two hour headways from 8:00 a.m. to 4:00 p.m. The existing transit patterns and hourly bus volumes in the project vicinity are depicted on Figure 7. Also shown are the expected 1985 bus patterns and volumes.

Within the next five years the number of buses serving this area is expected to more than double. From estimates provided by Lane Transit District, 24 buses/hour will enter the study area by 1985 compared to 10 hourly buses today. Of the projected 24 buses stopping at the station, 15 buses or 62 percent will be from River Road north of the site. These buses will have to cross northbound River Road to enter the station area. Access to the station for buses approaching from the north is a major concern and will be discussed in the analysis section of this report.


STUDY AREA
EUGENE ROUTES
#2 JUNCTION CITY
#3 COBURG
RIVER LOOP #2
IRVINGTON
RIVER LOOP #1
HYACINTH
IRVING
RIVIERA SHOPPING CTR.
DIVISION
SKIPPER
RIVER AVE
PRAIRIE RD.
MAXWELL
N. PARK
LAKE
HORN
PARK
RIVER RD
GREEN ACRES
CRESCENT
COBURG
GILHAM
PROVIDENCE
MINDA
COBURG PLAZA
CAL YOUNG
DELTA
VALLEY RIVER CTR.
RIVER RD. & R/R BLVD.
OAKWAY
HARLOW
OAKWAY MALL
CENTENNIAL
CODY
OHIO
BARGER
WILLHI
ROYAL
CANDLELIGHT
Beltline Hwy
ELMIRA
HWY 99
BETHEL
GILBERT CENTER
COMMERCIAL
BERTELSEN
W 1ST
SENECA
6TH
9TH & GARFIELD
W 7TH PL
2ND
1ST
5TH
8TH
11TH
#1 VENETA
(See Insert) EUGENE MALL
FRANKLIN
13TH
18TH & CHAMBERS
18TH
BAILEY HILL
BRITTANY
WESTMORE-LAND
CITY VIEW
ARTHUR
24TH
28TH
FRIENDLY
JEFFERSON
19TH
U. of O.
WALNUT
AGATE
24TH
HARRIS
SATURDAY TURNAROUND
RIVERVIEW
30TH
CHAMBERS
CREST
WILLAMETTE PLAZA
33RD
WILLAMETTE
DONALD
HOLLOW
WEST AMAZON
EAST AMAZON
FOX
EUGENE MALL INSERT
ATRIUM
SHOPS
MALL
OVER PARK
10TH
F
D
C
B
A
E
PARKING
TRANSIT INFO. CTR.
OLIVE
WILLAMETTE MALL
OAK
BANK
11TH

Existing (1979) Transit Routes In The Eugene Area

**Figure** 6


3
2
1
RUBY
1
2
DIVISION AVE.
5
2
RIVER ROAD
NORTH
NORTH
RAMPS
BELTLINE
HIGHWAY
SOUTH
RAMPS
PROJECT SITE
SILVER LANE
2
1
2
RIVER AVE.
4
2
EXISTING 1980
6
6
2
RUBY
2
5
DIVISION AVE.
13
RIVER ROAD
8
NORTH
NORTH
2
RAMPS
BELTLINE
HIGHWAY
15
8
SOUTH
3
RAMPS
20
PROJECT SITE
SILVER LANE
5
5
4
RIVER AVE.
4
4
1985

EXISTING AND 1985 HOURLY BUS VOLUMES IN PROJECT VICINITY

**Figure** 7

## Pedestrian and Bicycle Activity

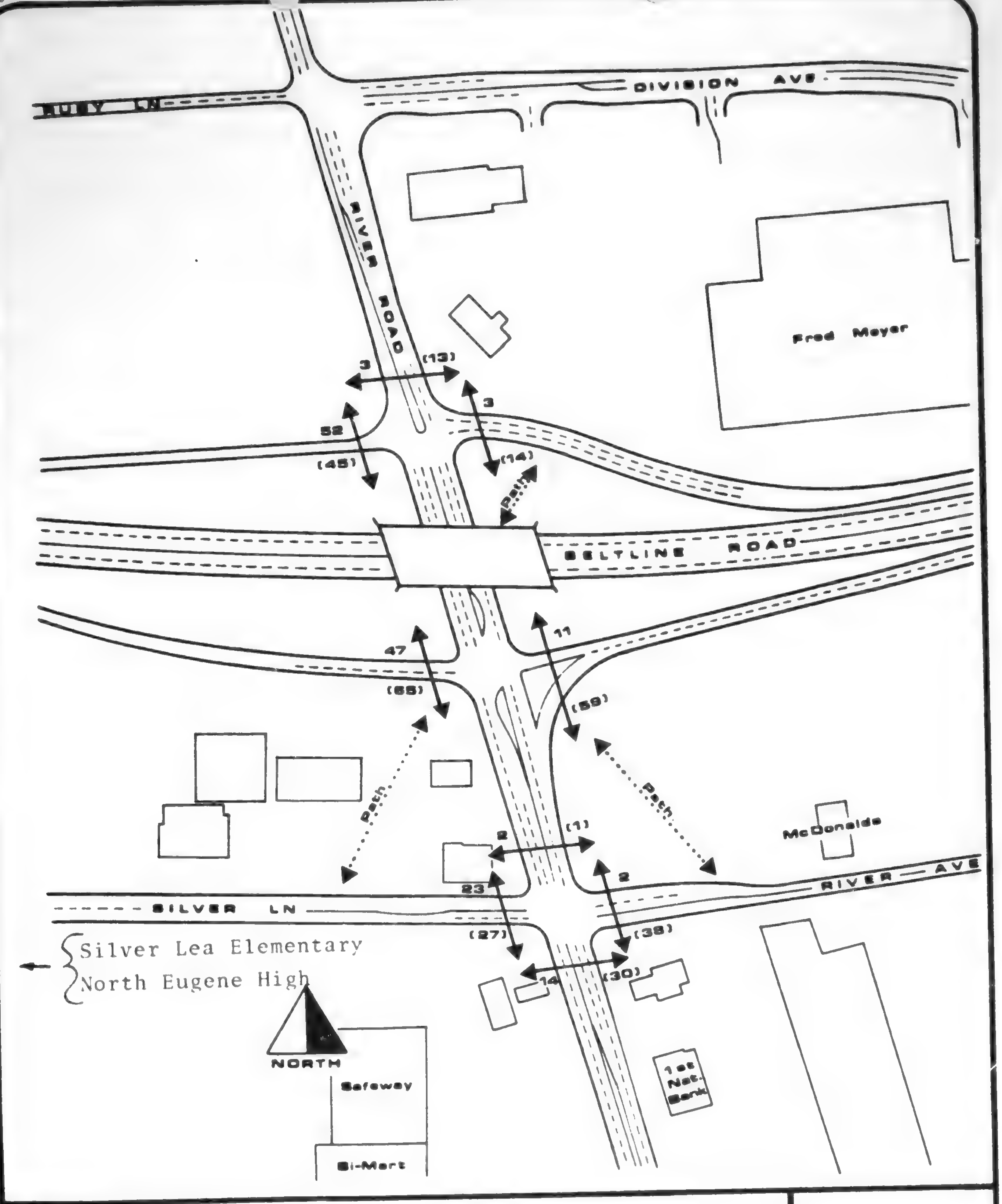
Figure 8 illustrates the existing pedestrian and bicycle activity near the project site. Pedestrian and bicycle crossings were counted during the 7-9 a.m. and 3-6 p.m. periods at the Beltline and Silver Lane/River Avenue intersections with River Road.

It should be recognized that the counts were taken during December with periods of inclement weather conditions. The impact of poor weather conditions on pedestrian activity is partially offset by the pre-Christmas shopping activities. Bicycle usage is expected to be significantly higher during months with favorable weather conditions.

During the five hour count period 182 pedestrians and bicyclists traveled along River Road under the Beltline Highway overpass structure. Of those, 118 were pedestrians and 64 were bicyclists. Many were school aged children, both high school and elementary ages.

From the data collected there appears to be a commuter pattern of bicycle travel along River Road. Of the 64 bicyclists 29 are traveling southbound in the morning and 20 are traveling northbound in the evening. A similar pattern was noted on another day at the Silver Lane/River Avenue-River Road intersection with 10 bicyclists traveling southbound in the morning and 12 northbound in the evening.

With Lane County's commitment to provide bicycle routes along River Road in the near future and with a River Avenue-Silver Lane bicycle route included in the Metropolitan Bikeway Master Plan consideration of bicycle access and storage in the station design is necessary.


RUBY LN
DIVISION AVE
RIVER ROAD
Fred Meyer
3
(13)
3
52
(45)
(14)
Path
BELTLINE ROAD
47
(65)
11
(59)
Path
Path
McDonalds
2
(1)
2
23
(27)
(38)
14
(30)
SILVER LN
RIVER AVE
Silver Lea Elementary
North Eugene High
NORTH
Safeway
Bi-Mart
1st Nat. Bank

Pedestrian and Bicycle Volumes (1979)

xx = A.M. Peds and Bikes - 7 thru 9 am
(xx) = P.M. Peds and Bikes - 3 thru 6 pm

Counts taken Dec. 17, 18, 19 1979

**Figure**
8

## Street Improvements

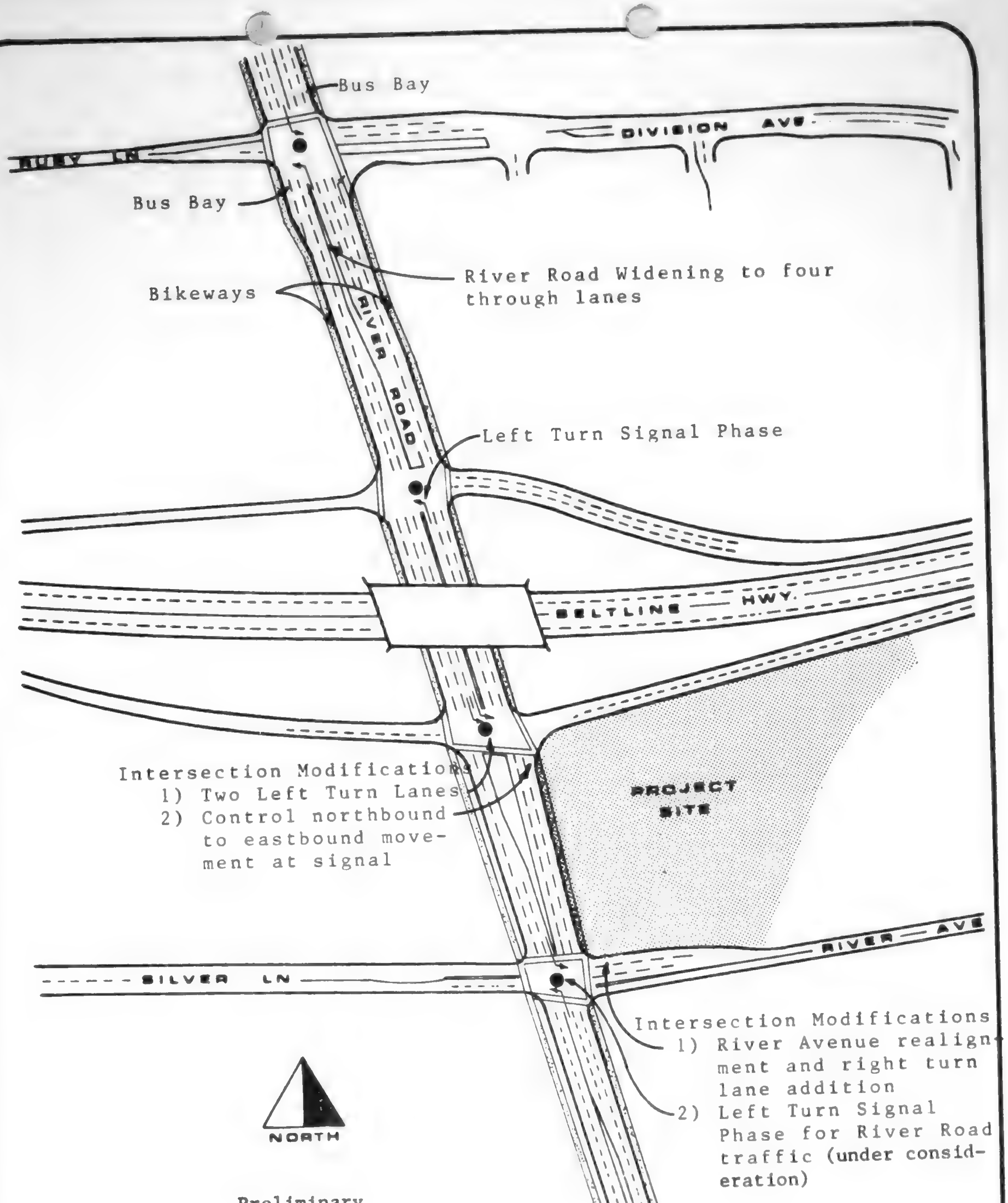
In the River Road corridor several alternatives were considered in the Eugene-Springfield Area 2000 Transportation Plan (T-2000 Plan) to improve traffic flow and transit service. Included in the report are the following recommendations by the Metropolitan Transportation Planning Committee:

- Widen River Road to four lanes with turn refuges from Irvington Drive to Railroad Boulevard
- Extend Delta Highway north to Wilkes Road
- Provide bus turnouts/queue jumpers along River Road from Irving Road to Railroad Boulevard
- Construct a transit station/park and ride lot at River Road and Beltline Highway
- Provide intersection priority treatment between stations and on River Road north of the Beltline Highway

Lane County is planning to implement Phase 1 of the River Road improvement project in 1981. Phase 1 includes the section of River Road from Maxwell Road to Irving Road, which includes the section of River Road in the project vicinity. Remaining sections of River Road are expected to be improved in 1982 or 1983. The final design for the street improvements should be compatible with the planned transit operation and service improvements.

Specific improvements in the project vicinity are shown on Figure 9. Widening River Road to four through lanes will provide better lane balance, thereby improving traffic flow and intersectional capacity. At the River Road intersection with the Beltline south ramps eliminating the northbound free right turn and providing two southbound left turn lanes will improve traffic operations at this intersection.

Improvements to the River Road-River Avenue/Silver Lane inter-


Bus Bay
RUBY LN
DIVISION AVE
Bus Bay
River Road Widening to four through lanes
Bikeways
RIVER ROAD
Left Turn Signal Phase
BELTLINE HWY
PROJECT SITE
Intersection Modifications
1) Two Left Turn Lanes
2) Control northbound to eastbound movement at signal
RIVER AVE
SILVER LN
Intersection Modifications
1) River Avenue realignment and right turn lane addition
2) Left Turn Signal Phase for River Road traffic (under consideration)
NORTH
Preliminary

RIVER ROAD WIDENING AND SIDEWALK/BIKEWAY IMPROVEMENTS AS PROPOSED BY LANE COUNTY PUBLIC WORKS DEPARTMENT

**Figure**
9

section include the addition of a left turn signal phase for River Road traffic (under consideration at this time) and the realignment of the River Avenue approach with a separate right turn lane. The added left turn signal phase will improve turning safety but will also cause a slight reduction in the capacity of the intersection. This capacity reduction will be partially offset by the added right turn lane from River Avenue.

Longer range projects such as the northward extension of Delta Highway would have a favorable impact on traffic and bus operations in the project vicinity. However, these projects are not expected to be built for several years after the Riviera Transit Station becomes operational.

At the writing of this report, preliminary designs of the River Road improvements included a 10 foot bikeway/sidewalk to be constructed next to the roadway. Recently, design modifications have been introduced placing the bikeway on the roadway and reducing the sidewalk width to five or six feet. No final design has been officially adopted at this time.

## Forecasted Travel Conditions

This section of the report outlines the steps and assumptions used to arrive at an estimate of forcasted travel conditions along River Road from Division Avenue to Silver Lane.

The year 1985 was selected for study since the transit station is expected to be constructed by then, and people traveling in the area will have adjusted their travel patterns accordingly. In addition, improvements to River Road in the project vicinity will have been completed. The northward extension of Delta Highway is assumed not to be constructed by 1985.

River Road is expected to continue to be the backbone of this corridor and carry high volumes of traffic in the forseeable future. Traffic volumes are estimated to increase due to anticipated growth in the Santa Clara area coupled with improvements to River Road. Comparing todays daily traffic volumes on River Road to the computerized forcasts generated during the development of the areawide T-2000 Plan, an increase of 1.5 to 3.0 percent per year is projected. For study purposes, a three percent annual increase is assumed resulting in approximately a 15 percent increase from 1980 to 1985.

Travel to and from the proposed transit station will also affect future traffic volumes in the project vicinity, especially during the morning and evening peak hours. Assuming the transit station/ park-ride facility is fully utilized, an estimated 200 vehicles will enter during the AM peak hour and leave during the PM peak hour. Included are 50 kiss-ride trips which would both enter and leave the site during each peak hour.

The estimated distribution of auto trips to and from the station/ park-ride facility is shown on the following page. Most of the patrons arriving by auto are expected to be from the Santa Clara area and areas north thereof, enroute to major employment centers such as downtown Eugene.

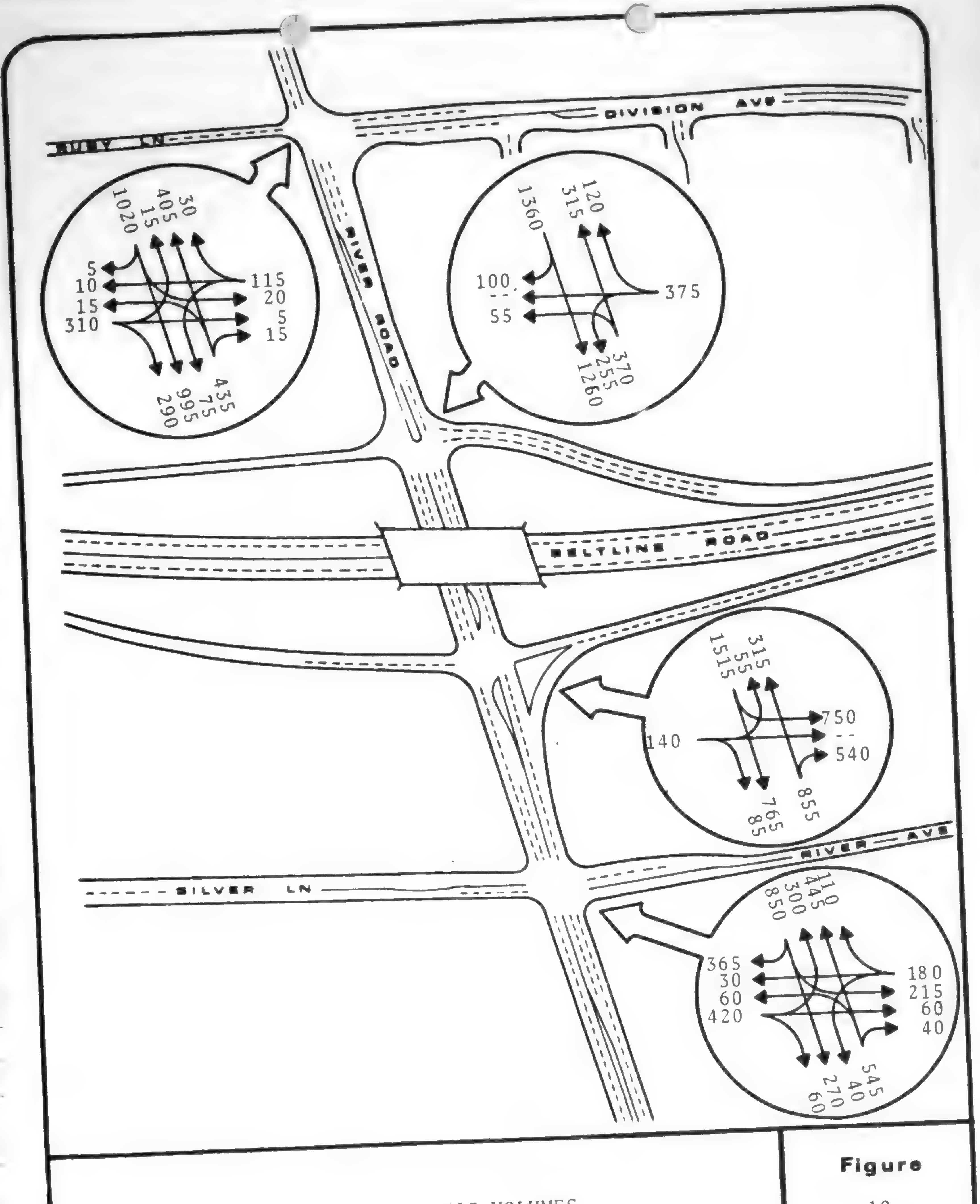
## Auto Trip Distribution To And From Transit Station

| Route | % of Traffic | Peak Hour Trips |
|---|---|---|
| River Road - North of Beltline | 65 | 130 |
| Beltline Highway | 10 | 20 |
| Silver Lane - River Avenue | 20 | 40 |
| River Road south (backtracking) | 5 | 10 |
| | 100 | 200 |

The 1985 peak hour traffic assignments and turning movements are shown on Figures 10 and 11.

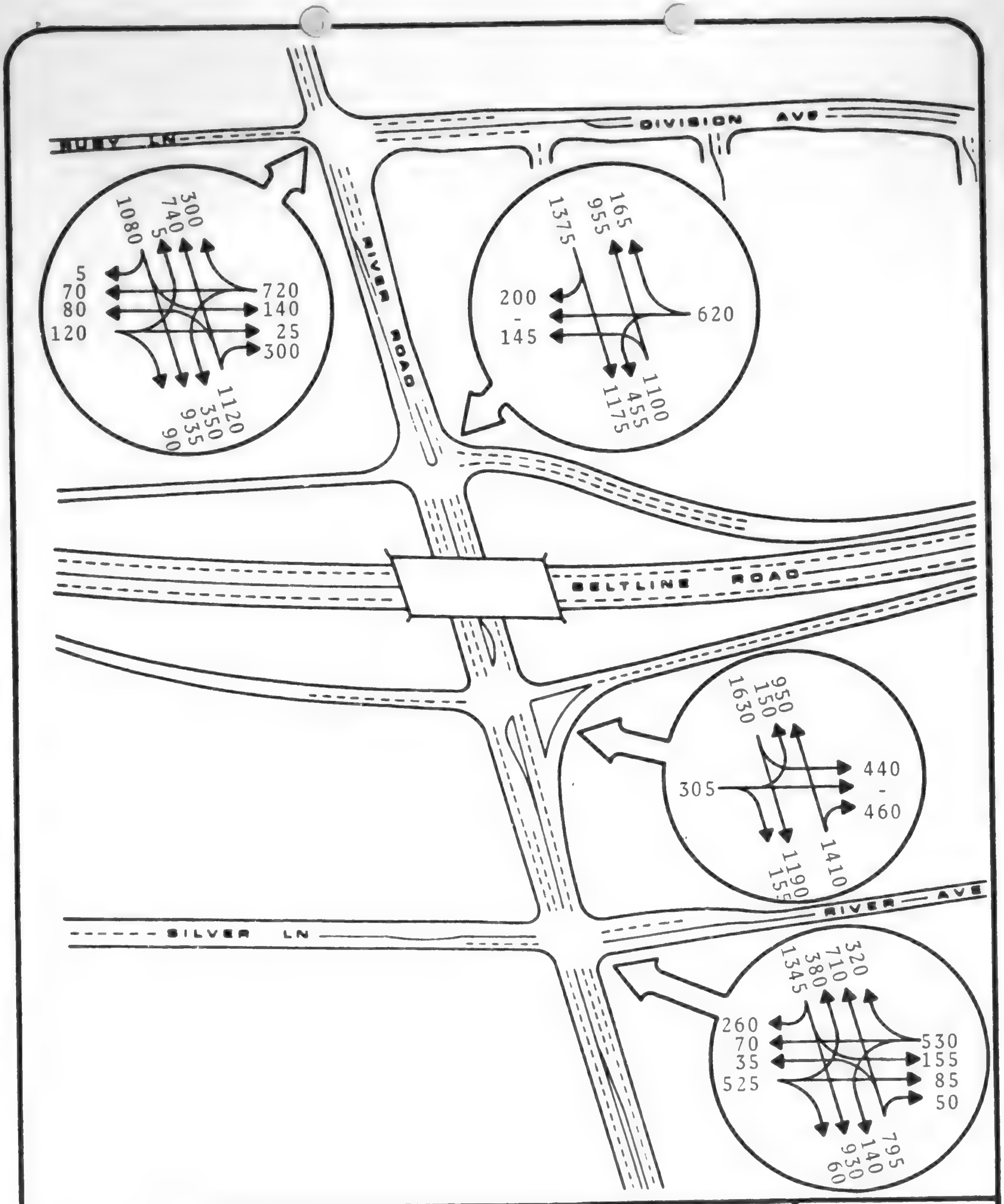
Future traffic operating conditions were estimated using the Level of Service technique presented earlier. The 1985 AM and PM peak hour traffic volumes shown on Figures 10 and 11 were used in the analysis. River Road improvements shown on Figure 9 were assumed to be completed. The table below presents the results of the analysis.

| Intersection | 1985 Level of Service | |
|---|---|---|
| | AM Pk Hr | PM Pk Hr |
| River Rd. & River Ave./Silver Ln. | B | D |
| River Rd. & Beltline south ramps | B-C | C |
| River Rd. & Beltline north ramps | B | C-D |
| River Rd. & Division Ave./Ruby Ln. | C-D | C |


RUBY LN
DIVISION AVE
RIVER ROAD
BELTLINE ROAD
RIVER AVE
SILVER LN
30
405
15
1020
5
10
15
310
115
20
5
15
435
75
995
290
1360
120
315
100
--
55
375
370
255
1260
315
55
1515
140
750
--
540
765
85
855
110
445
300
850
365
30
60
420
180
215
60
40
545
40
270
60

AM PEAK HOUR TRAFFIC VOLUMES
1985

**Figure**
10


RUBY LN
DIVISION AVE
RIVER ROAD
BELTLINE ROAD
SILVER LN
RIVER AVE
300
740
5
1080
5
70
80
120
720
140
25
300
1120
350
935
90
165
955
1375
200
-
145
620
1100
455
1175
950
150
1630
305
440
-
460
1190
15
1410
320
710
380
1345
260
70
35
525
530
155
85
50
795
140
930
60

PM PEAK HOUR TRAFFIC VOLUMES

1985

**Figure**

11

## Site Access And Circulation Analysis

Transit terminal areas present unique problems in the separation of vehicles and pedestrian traffic due to the variety of access modes including buses, park-ride, kiss-ride, walking and bicycles. This analysis presents three alternative site plans which were studied in detail with respect to both site accessibility and on-site circulation.

The size and shape of the site and the characteristics of the surrounding streets limit the number of entrance and exit locations. During the development of the study alternatives, it was determined that the automobile entrance and exit be located on River Avenue as far from the River Road-River Avenue intersection as possible. This location would have the least impact to major traffic flows on River Road and the Beltline eastbound on-ramp.

With the auto access location fixed, comparison of the three alternatives focused on the location of the bus access point(s). Major elements in the evaluation process included safety, efficiency and convenience for all modes. Measures were also recommended to enhance the compatibility of the alternatives with the surrounding transportation system.

The efficiency of the alternative designs was evaluated based on travel distance and time for buses to enter, circulate and leave the station. The results of this analysis are tabled below. The estimated 1985 bus volumes and patterns provided by Lane Transit District were used. Also, no signal preemption strategies were assumed.

Bus Travel Distance and Time Comparisons

| Alternative | Distance (bus-feet) | Time-pm peak hour (bus-seconds) |
|---|---|---|
| 1 | 25,650 | 1,350 |
| 2 | 13,850 | 990 |
| 3 | 15,300 | 900 |

## Site Access And Circulation Analysis

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|---|---|---|
| 1 | 25,650 | 1,350 |
| 2 | 13,850 | 990 |
| 3 | 15,300 | 900 |

Alternative 1 - River Avenue Bus Entrance

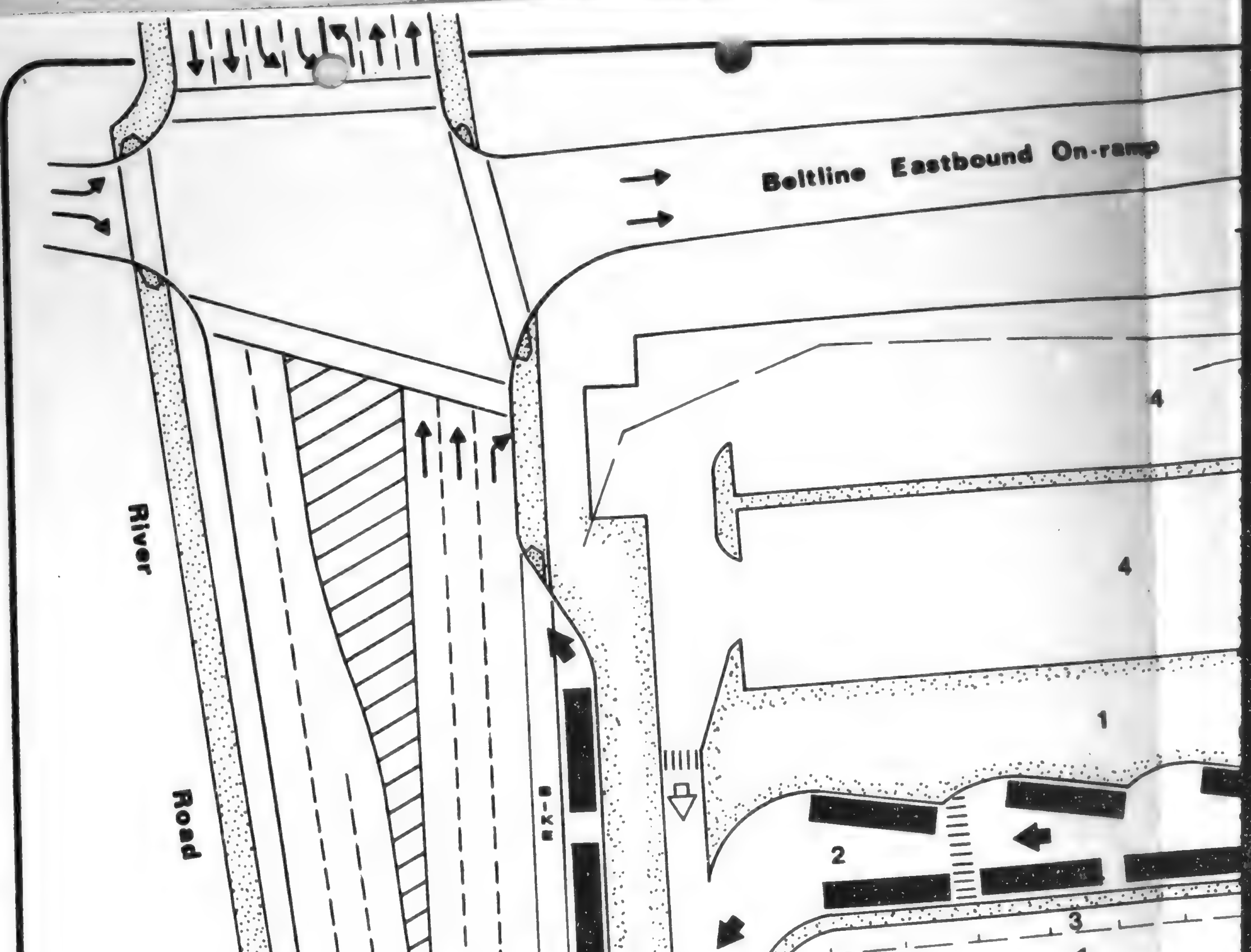
Alternative 1 combines bus and auto access into a single entrance and egress point along River Avenue as shown on Figure 12. The transit station is centrally located on the site with excellent access for both the kiss-ride and park-ride patrons. The counterclockwise circulation pattern provides good on-site circulation and reduces turning conflicts.

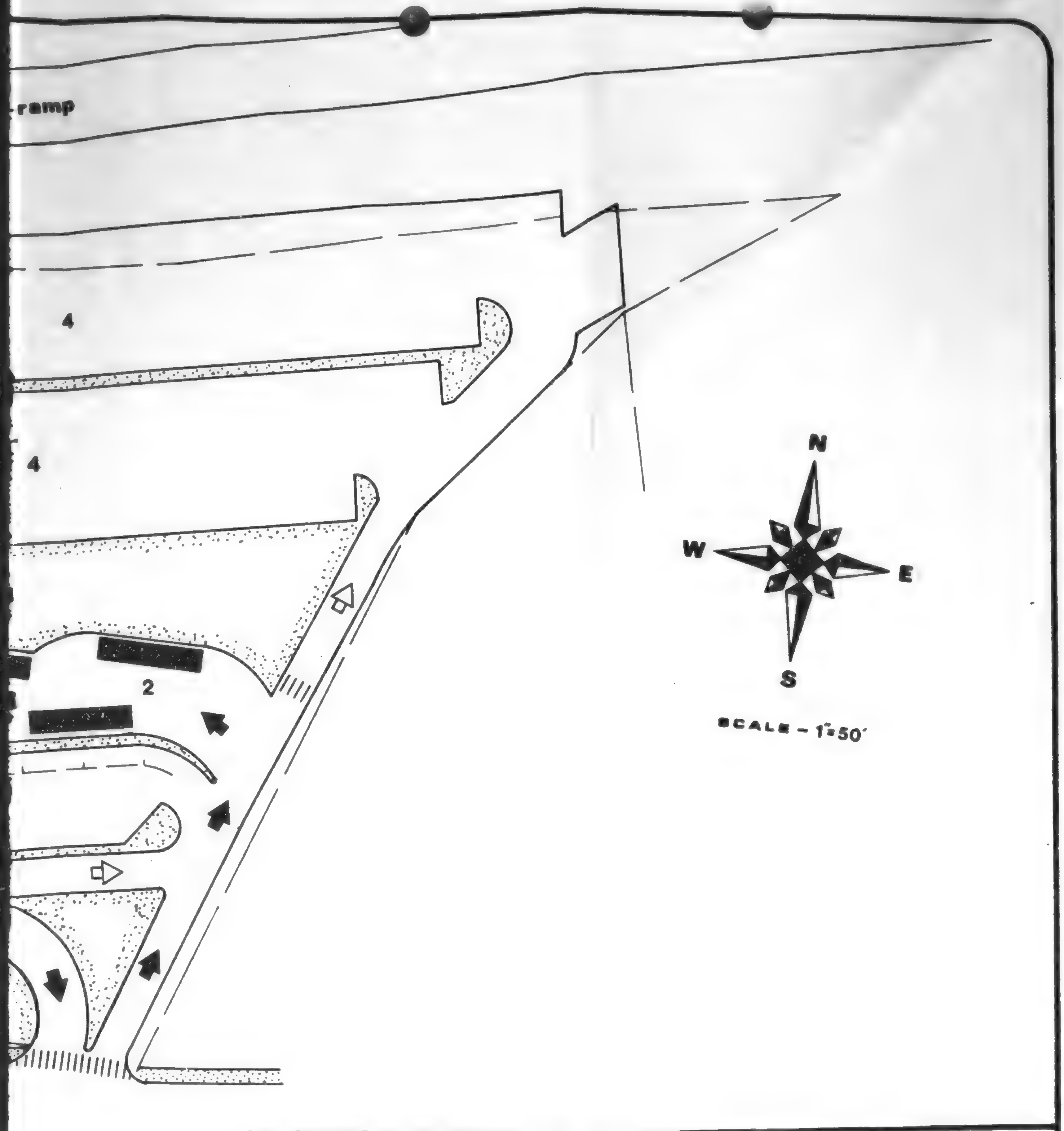
The safety aspect of bus movements to the station is an important consideration with this design. As stated earlier the River Road-River Avenue/Silver Lane intersection has the highest accident rate of the four signalized intersections in the project vicinity. More important, however, is that 58 percent of the accidents involved left turn vehicles. During one three-hour observation period, four near-accidents involving left turn vehicles were witnessed.

With this alternative buses approaching the transit station from North River Road are required to turn left at this intersection onto River Avenue. By 1985, an estimated 15 buses per hour during peak periods will be approaching the station from North River Road. Routing buses through a left turn at a comparatively high accident intersection is an undesirable safety aspect of this alternative.

Because of the difficulty and hazard in turning left from River Road at the River Avenue intersection, Lane County is considering adding a separate left turn signal phase. This will have a definite safety benefit, however, additional delays at the intersection will occur throughout the entire day. The PM peak hour operating conditions at this intersection are estimated to deteriorate from Service Level C today to Service Level D in 1985.

From the table on page 25 Alternative 1 would be the least


Beltline Eastbound On-ramp
4
4
1
2
3
3
River
Road
BIKE
Silver Lane
River Avenue


ramp
4
4
2
N
W
E
S
SCALE - 1"=50'

1 - Transit Station
2 - Bus Only Zone
3 - Short Term Parking
4 - Long Term Parking

**Alternative**

**1**

**Figure**

**12**

efficient in terms of bus movements and travel time in the project vicinity and results in the highest operating costs.

As mentioned earlier, with the transit station centrally located, parking patrons have only a short distance to walk to and from the station. However, for patrons arriving at the station by the walk mode (most of which are expected to be from the immediate vicinity) the station location is not as convenient as Alternatives 2 and 3.

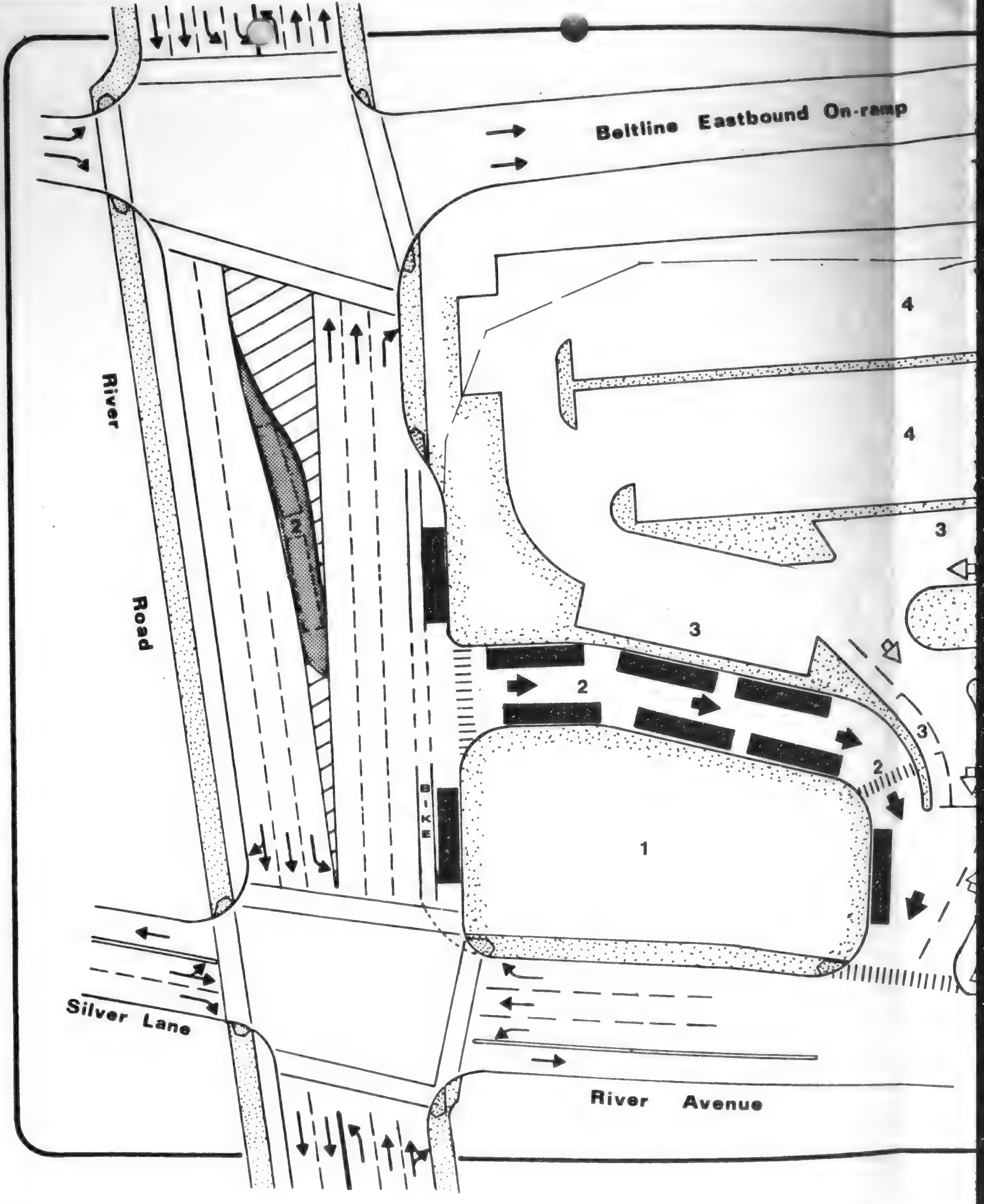
Alternative 2 - Midblock Bus Entrance from River Road

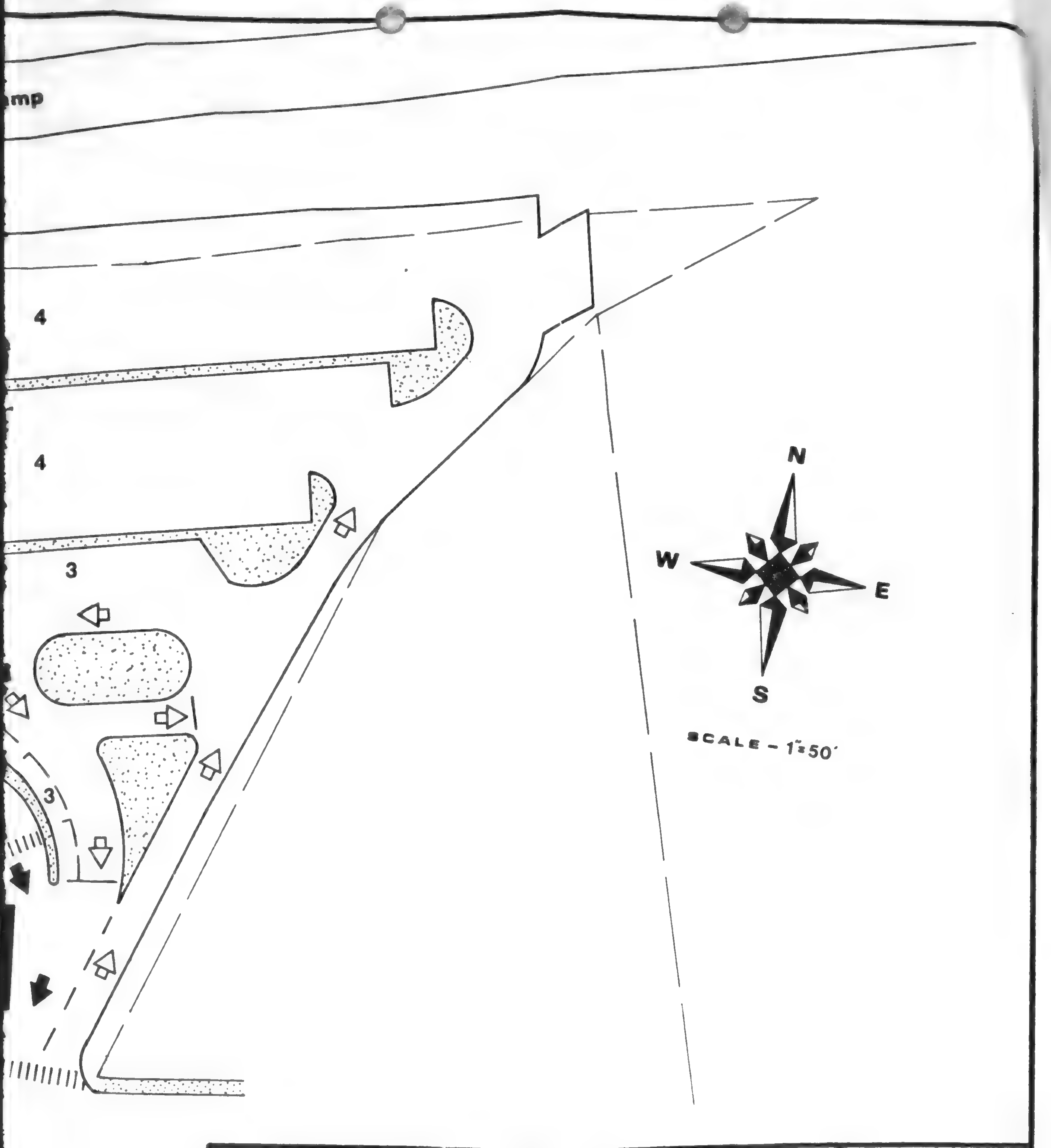
Alternative 2 illustrated on the following page provides for an exclusive bus entrance to the site from River Road at approximately midblock. The buses would circulate in a clockwise pattern around the transit station and exit the site onto River Avenue. The transit station would be located in the southwest quadrant which would provide convenient pedestrian and bicycle access to and from neighboring businesses and schools.

From a bus operation standpoint, this alternative has potential safety and access problems. Buses approaching from the north would have to turn left across northbound River Road traffic (12,000 vehicles per day) as gaps occurred in the traffic stream. During the PM peak hour, northbound queues on River Road were observed extending from the Beltline south ramps intersection through the River Avenue intersection, thus would block the station entrance for buses from the north.

Proper signal coordination between River Avenue and the Beltline interchange could ensure that sufficient gaps in the River Road traffic stream would be available. However, some loss in River Road traffic progression could be expected. Also, driver judgement would still be required in crossing northbound River Road traffic.

This alternative has a fundamental disadvantage when compared


Beltline Eastbound On-ramp
River Road
Silver Lane
River Avenue
BIKE
1
2
2
2
3
3
3
3
4
4


mp
4
4
3
3
N
W
E
S
SCALE - 1"=50'

1 - Transit Station
2 - Bus Only Zone
3 - Short Term Parking
4 - Long Term Parking

**Alternative**
**2**

**Figure**
**13**

to Alternative 1 and 3 in that it creates another intersection along a major arterial route. The "mini" intersection would be located between two existing, closely spaced signalized intersections, further compounding the undesirability of this alternative.

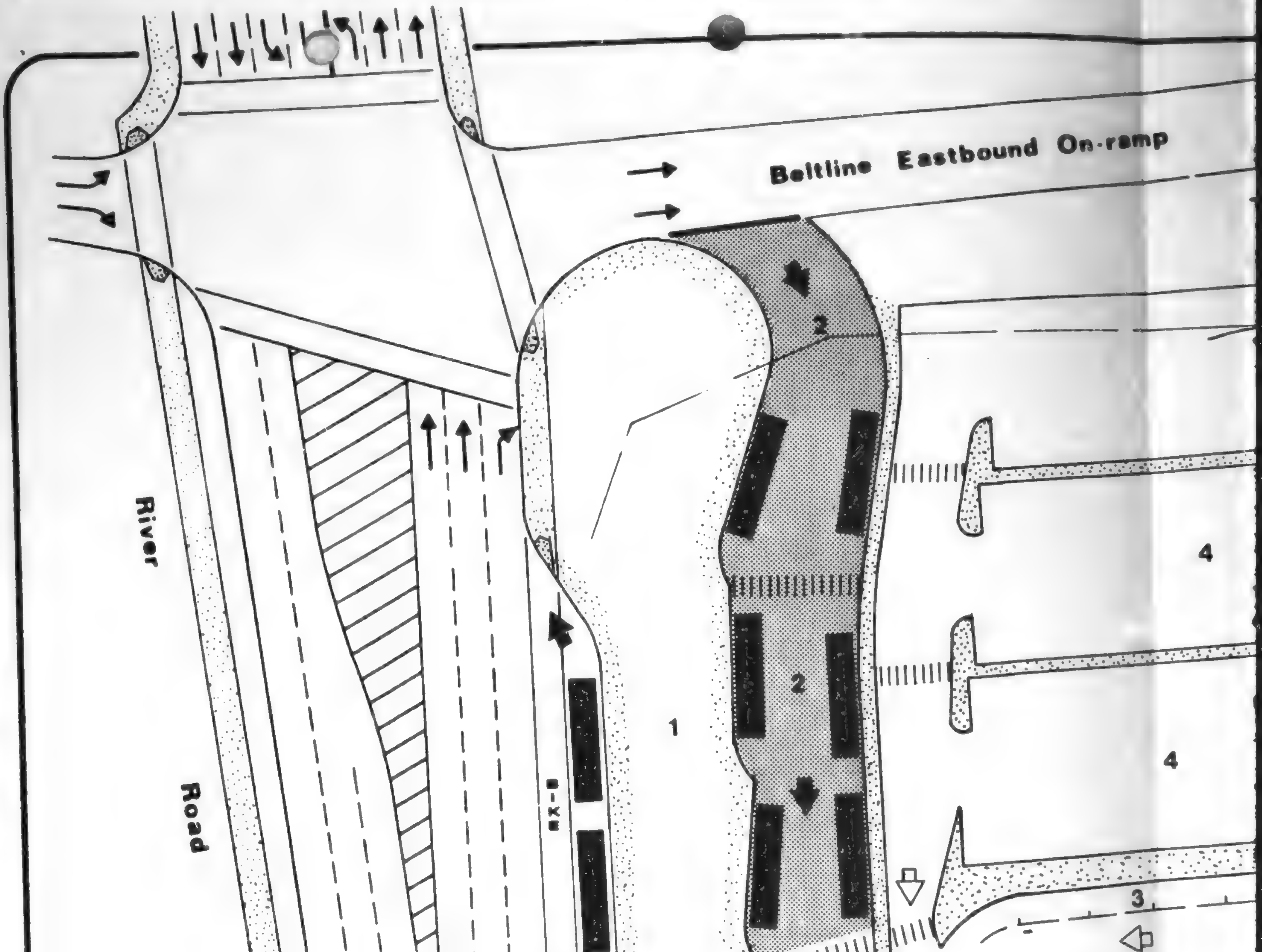
The efficiency rating of this plan as tabled on page 25 is very good. Bus travel distance in the project vicinity is about one half that of Alternative 1. The estimated travel time is also better even though left turn delays caused by northbound traffic queues are expected during the PM peak hour. Also transit operating costs will be significantly lower.

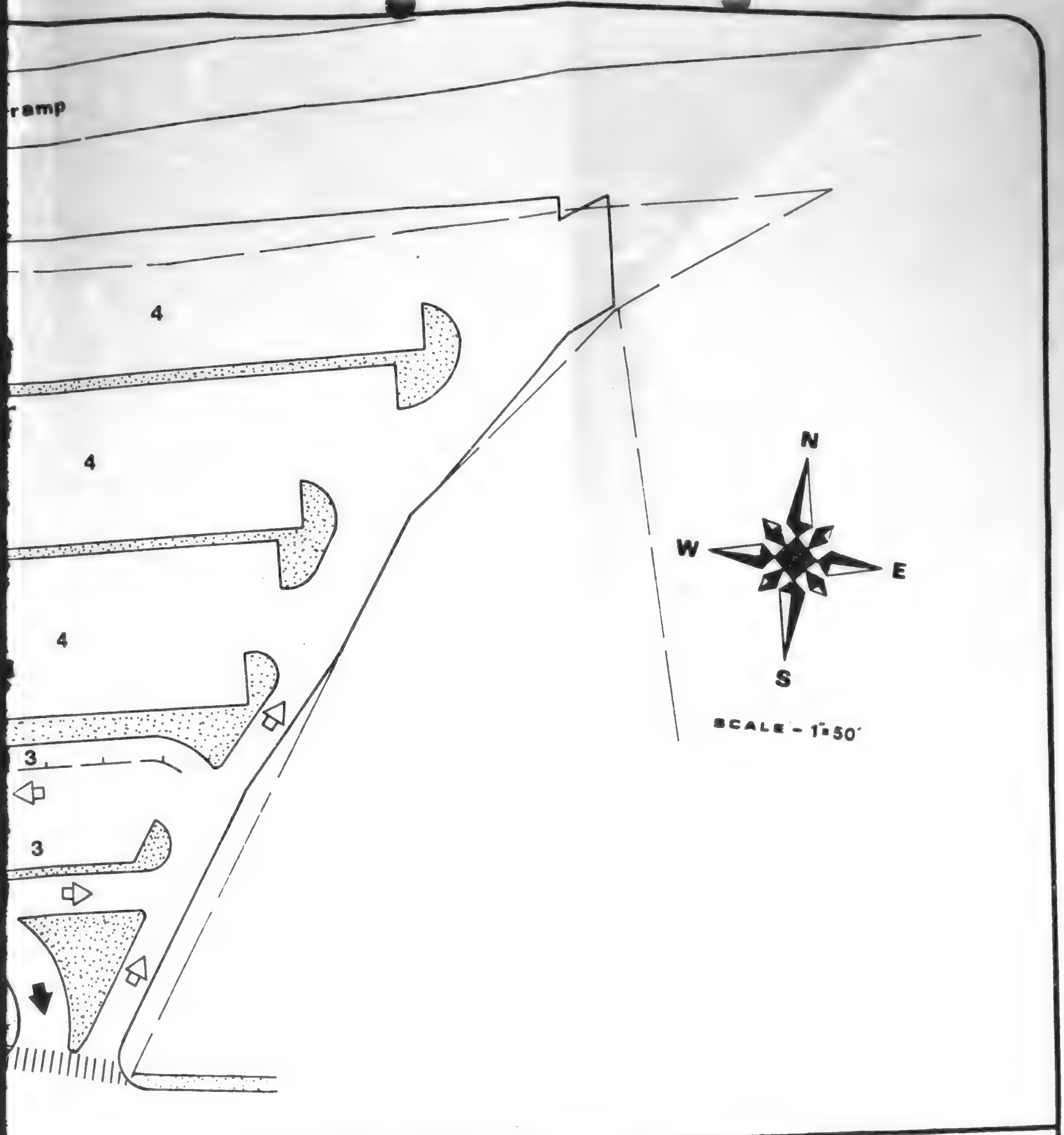
Off-site pedestrian access to the station is slightly better with this alternative. However, some north-south pedestrians traveling River Road would encounter another vehicular conflict when crossing the bus entrance. In addition, some parking patrons would have to walk farther to and from the station.

### Alternative 3 - Beltline Eastbound On-Ramp Bus Entrance

Alternative 3 utilizes the Beltline eastbound on-ramp for bus access onto the site as shown in Figure 14 on the following page. The transit station and aisle way would be located on the west 120 feet of the site with a north-south linear orientation. For this alternative to be feasible, the River Road intersection with the Beltline eastbound ramps would have to be modified to control the northbound to eastbound movement. Current plans prepared by Lane County for River Road improvements (see Figure 9) include this modification and require this movement to be controlled by the signal. This intersection is estimated to operate at Service level C by 1985 with the proposed modifications.

With this alternative the left turn bus movement from North River Road would occur at a signalized intersection during a separate turn phase. This would eliminate intra-phase conflicts with north-


Beltline Eastbound On-ramp
River Road
BIKE
1
2
2
2
3
3
4
4
Silver Lane
River Avenue


ramp
4
4
4
3
3
N
W
E
S
SCALE - 1"=50'

1 - Transit Station
2 - Bus Only Zone
3 - Short Term Parking
4 - Long Term Parking

**Alternative**
**3**

**Figure**
**14**

bound River Road traffic, significantly decreasing the chance of an accident. Reviewing the accident statistics tabled on page 12, the River Road-Beltline eastbound ramps intersection is shown to have the lowest accident rate (0.29 accidents/million veh. entering) of the four intersections in the project vicinity.

Bus operations will be quite efficient with this alternative. In comparison to Alternative 2, bus travel time with Alternative 3 is estimated to be about 10 percent less while the travel distance will be 10 percent greater. The increased travel distance is due to the out-of-direction travel of buses approaching the station from Silver Lane. Transit operating expenses will be about the same as Alternative 2.

Pedestrian convenience to and from the station is also quite good for both park-ride patrons and people from the neighboring businesses and schools.

## Conclusions

With auto access to the park-ride facility fixed at River Avenue, the primary emphasis of the study focused on the location of a bus entrance to the station. The three alternatives may be restated again as follows:

1. River Avenue bus entrance
2. Midblock bus entrance from River Road
3. Beltline eastbound on-ramp bus entrance

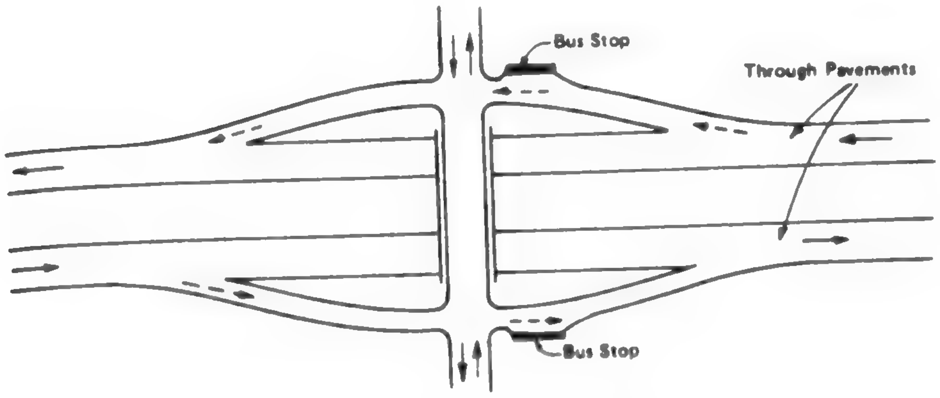
Based on the analysis presented in this report Alternative 1 would be the least desirable alternative from a bus operations standpoint. Ratings of efficiency, operating costs and safety of bus operations would be poor.

Alternative 2 would be an efficient alternative during off-peak periods. However, during peak traffic periods buses approaching the station from the north would encounter difficulty crossing northbound River Road traffic. Because the intersection created would not be signalized, driver judgement would be required to make the left turn manuever from the north.

Alternative 3 is the most desirable alternative when all aspects of travel are considered. It would have a comparatively high bus efficiency and safety rating. Transit operating costs would be similar to Alternative 2 and considerably lower than Alternative 1. Also, the impact to existing traffic operations on the surrounding streets is estimated to be minimal. Finally, pedestrian and bicycle travel to and from the station as well as passing by the site would be good.

Alternative 3 presents a unique design concept to Oregon in that buses would be permitted to exit from an on-ramp. Similar designs such as bus turnouts on ramps have been developed in other states. With turnouts buses would be permitted to exit the traffic lane, stop to drop off or pick up patrons, and finally merge into the ramp traffic stream. The recommended treatment for bus stops located on a diamond interchange is illustrated below. The example is taken from page 493 of the American Association of State Highway and Transportation Officials publication A Policy on Design of Urban Highways and Arterial Streets, 1973.

Bus Stops at a Diamond Interchange
(Recommended Practice AASTO)

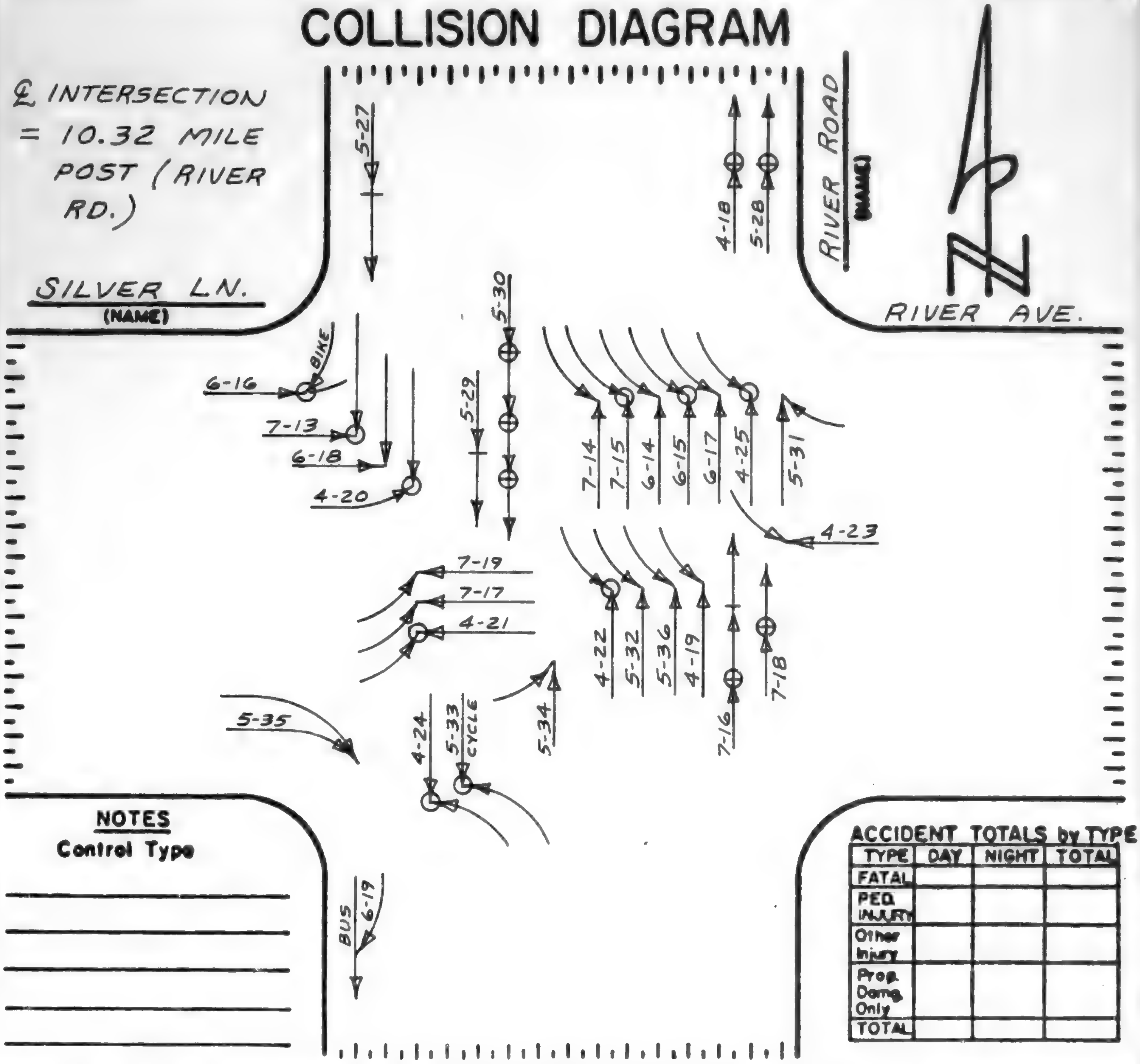


In comparison to the above example, Alternative 3 would have less impact on ramp operations. Combined with proper signing and striping, the bus exit pavement should contrast in color and texture with the on-ramp travel lanes to discourage auto traffic from entering.

# APPENDICES

# COLLISION DIAGRAM

℄ INTERSECTION = 10.32 MILE POST (RIVER RD.)


SILVER LN.
(NAME)
RIVER ROAD
(NAME)
RIVER AVE.
5-27
4-18
5-28
5-30
6-16
BIKE
7-13
6-18
4-20
5-29
7-14
7-15
6-14
6-15
6-17
4-25
5-31
4-23
7-19
7-17
4-21
4-22
5-32
5-36
4-19
7-16
7-18
5-35
4-24
5-33
CYCLE
5-34
BUS
6-19

**NOTES**

**Control Type**

ACCIDENT TOTALS by TYPE

| TYPE | DAY | NIGHT | TOTAL |
|---|---|---|---|
| FATAL | | | |
| PED. INJURY | | | |
| Other Injury | | | |
| Prop. Damg. Only | | | |
| TOTAL | | | |

## SYMBOLS

← MOVING VEHICLE
◄►►► BACKING VEHICLE
×← PEDESTRIAN
▭ PARKED VEHICLE
□ FIXED OBJECT
● FATAL ACCIDENT
○ INJURY ACCIDENT

## TYPES OF COLLISIONS

←+|← REAR END
→◄← HEAD ON
←- - - - PHANTOM VEHICLE
◄← SIDE SWIPE
OUT OF CONTROL
LEFT TURN

┌← RIGHT ANGLE

SHOW FOR EACH ACCIDT.

1. DATE AND TIME
2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED

INTERSECTION RIVER ROAD and SILVER LN. — RIVER AVE.

PERIOD 4 YEARS FROM JAN. 1, 1974 to DEC. 31, 1977

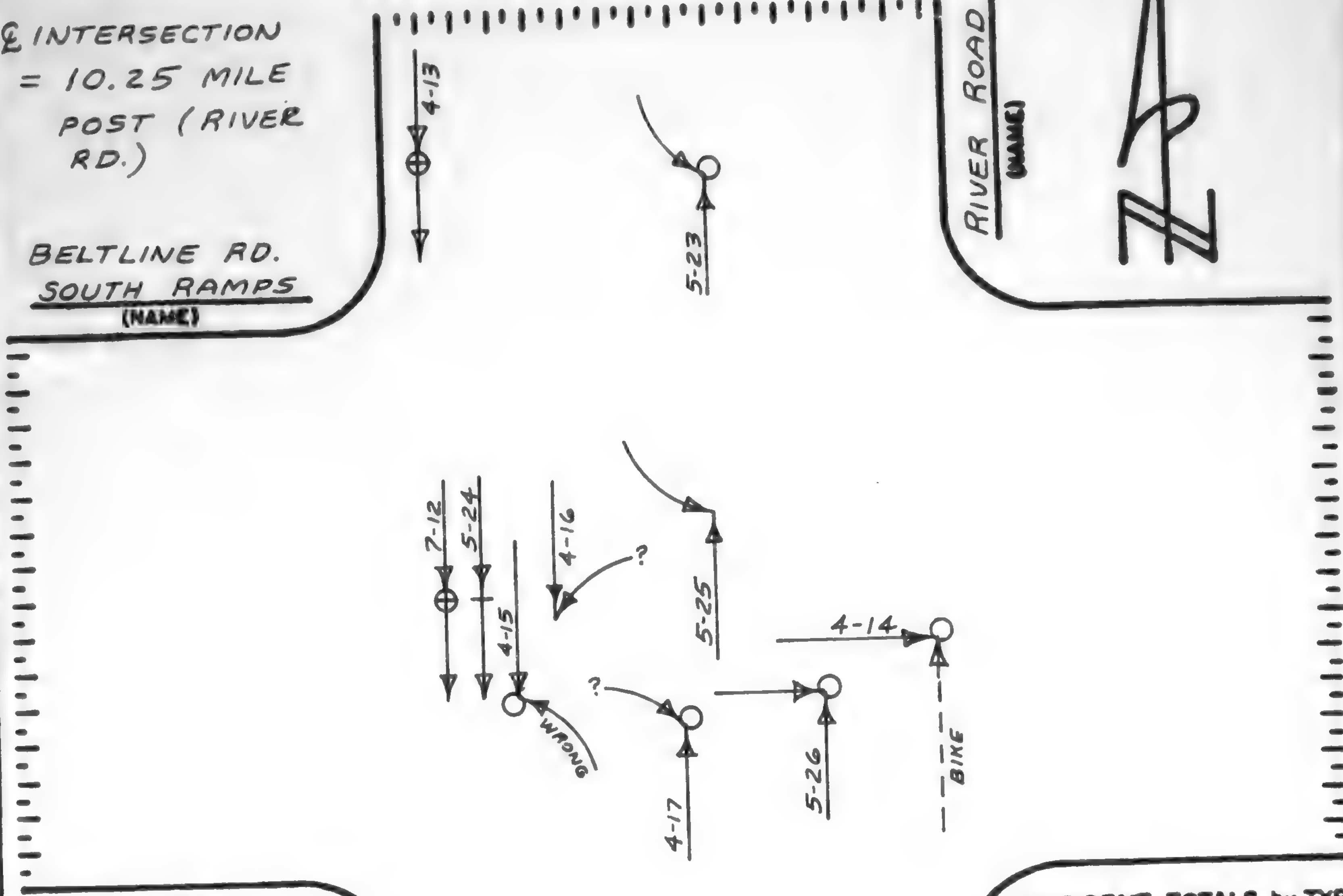
BY RLM

**Branch Engineering**

105 Q Street, Suite 2B
Springfield, Oregon 97477

# COLLISION DIAGRAM

℄ INTERSECTION
= 10.25 MILE
POST (RIVER
RD.)


4-13
5-23
RIVER ROAD
(NAME)
N
BELTLINE RD.
SOUTH RAMPS
(NAME)
7-12
5-24
4-16
?
5-25
4-15
WRONG
?
4-14
4-17
5-26
BIKE

**NOTES**

**Control Type**

**ACCIDENT TOTALS by TYPE**

| TYPE | DAY | NIGHT | TOTAL |
|---|---|---|---|
| FATAL | | | |
| PED. INJURY | | | |
| Other Injury | | | |
| Prop. Damg. Only | | | |
| TOTAL | | | |

## SYMBOLS

- MOVING VEHICLE
- BACKING VEHICLE
- PEDESTRIAN
- PARKED VEHICLE
- □ FIXED OBJECT
- ● FATAL ACCIDENT
- ○ INJURY ACCIDENT

## TYPES OF COLLISIONS

- REAR END
- HEAD ON
- PHANTOM VEHICLE
- SIDE SWIPE
- OUT OF CONTROL
- LEFT TURN
- RIGHT ANGLE

SHOW FOR EACH ACCIDT.
1. DATE AND TIME
2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED

INTERSECTION RIVER ROAD and SOUTH RAMPS (BELTLINE RD.)

PERIOD 4 YEARS FROM JAN. 1, 1974 to DEC. 31, 1977

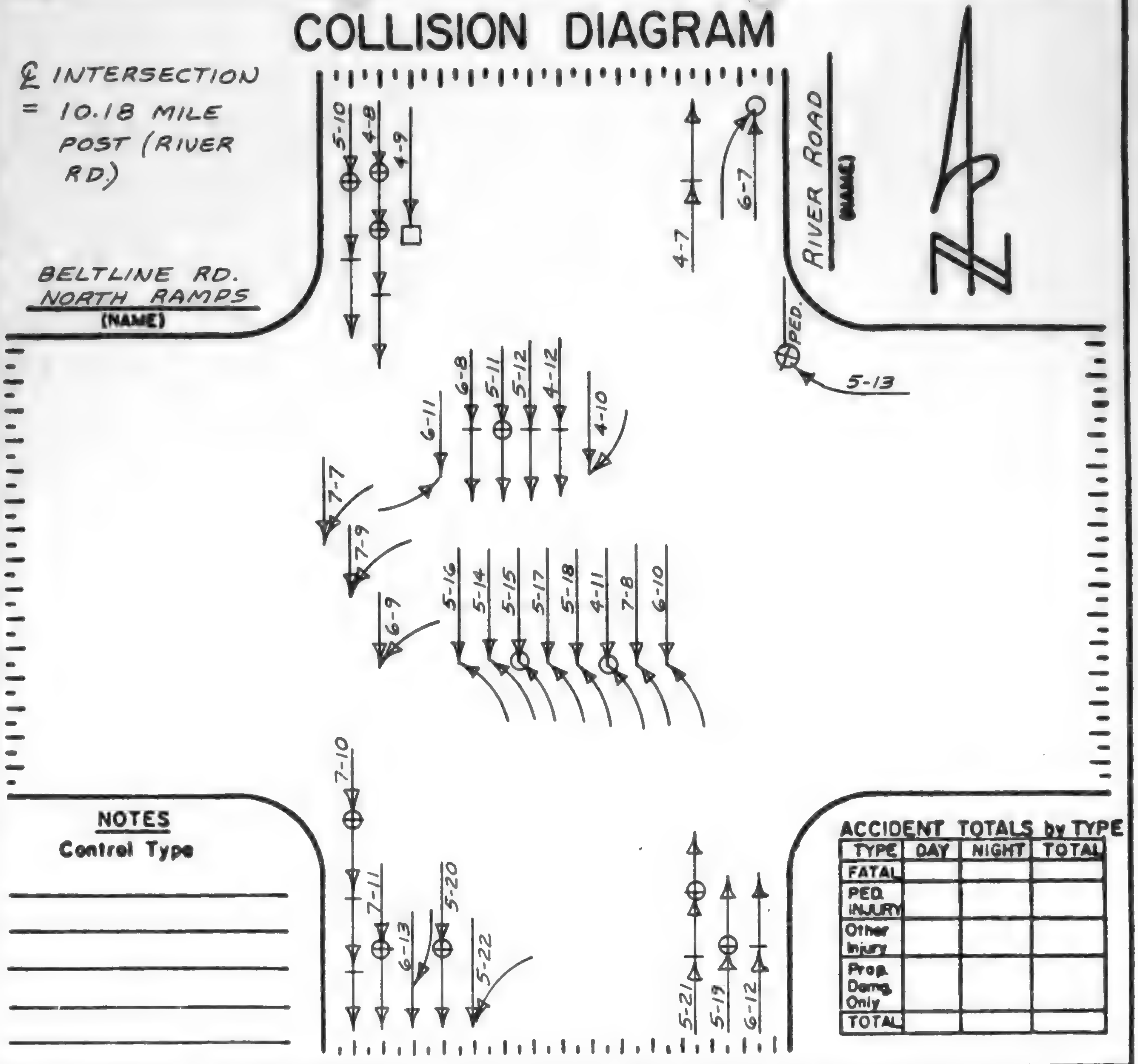
BY RLM

**Branch Engineering**

105 Q Street, Suite 28
Springfield, Oregon 97477

# COLLISION DIAGRAM

℄ INTERSECTION = 10.18 MILE POST (RIVER RD.)


BELTLINE RD. NORTH RAMPS
(NAME)
RIVER ROAD
(NAME)
N
5-10
4-8
4-9
4-7
6-7
PED.
5-13
6-11
6-8
5-11
5-12
4-12
4-10
7-7
7-9
6-9
5-16
5-14
5-15
5-17
5-18
4-11
7-8
6-10
7-10
7-11
6-13
5-20
5-22
5-21
5-19
6-12

**NOTES**

**Control Type**

**ACCIDENT TOTALS by TYPE**

| TYPE | DAY | NIGHT | TOTAL |
|---|---|---|---|
| FATAL | | | |
| PED. INJURY | | | |
| Other Injury | | | |
| Prop. Damg. Only | | | |
| TOTAL | | | |

## SYMBOLS

- ←—— MOVING VEHICLE
- ◀◀◀◀ BACKING VEHICLE
- ✕—— PEDESTRIAN
- ▭ PARKED VEHICLE
- □ FIXED OBJECT
- ● FATAL ACCIDENT
- ○ INJURY ACCIDENT

## TYPES OF COLLISIONS

- REAR END
- HEAD ON
- ←- - - - PHANTOM VEHICLE
- SIDE SWIPE
- OUT OF CONTROL
- LEFT TURN
- RIGHT ANGLE

SHOW FOR EACH ACCIDT.

1. DATE AND TIME
2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED

INTERSECTION RIVER ROAD and NORTH RAMPS (BELTLINE RD)

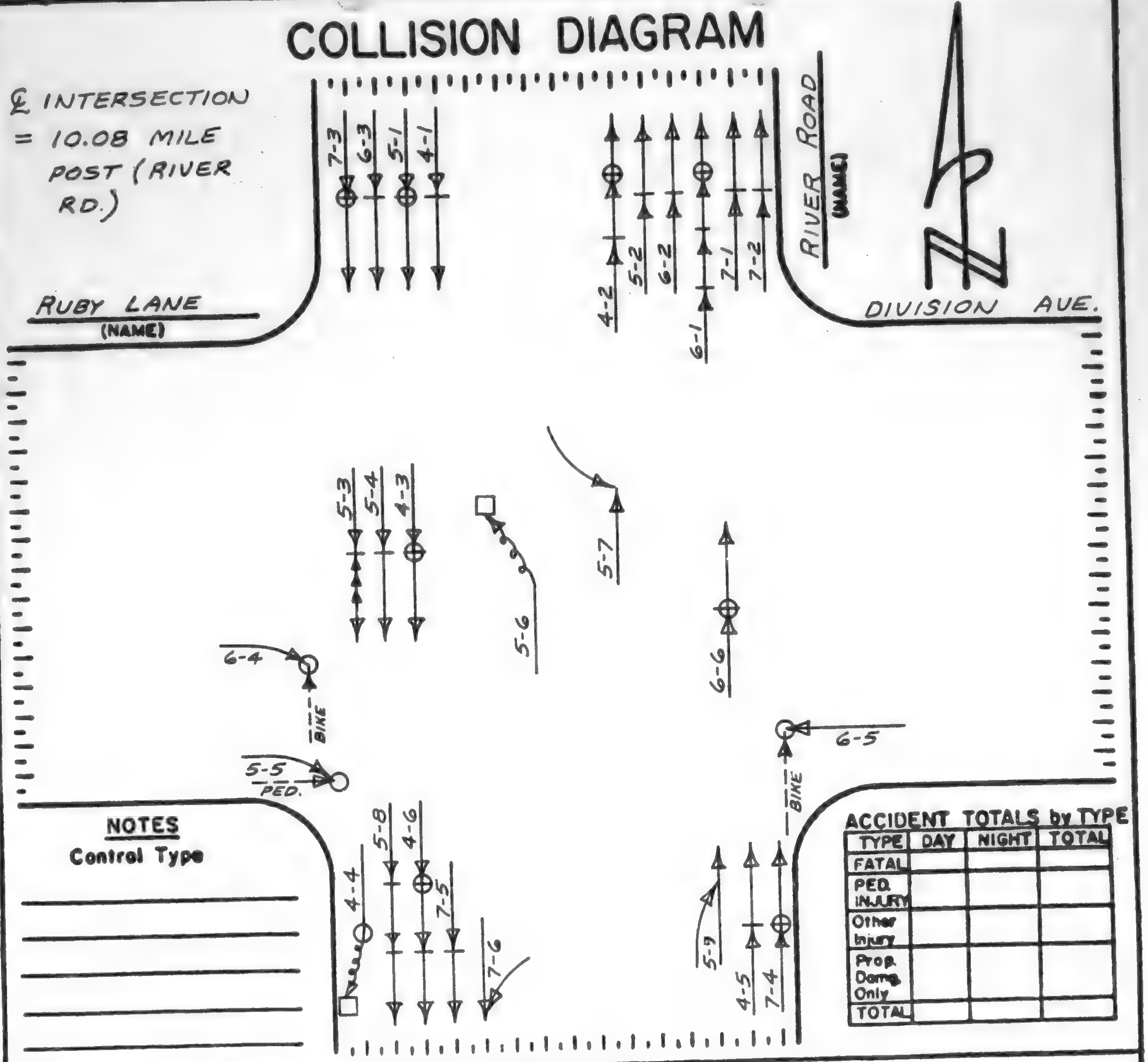
PERIOD 4 YEARS FROM JAN 1, 1974 to DEC. 31, 1977

BY RLM

**Branch Engineering**

105 Q Street, Suite 2B
Springfield, Oregon 97477

# COLLISION DIAGRAM



℄ INTERSECTION = 10.08 MILE POST (RIVER RD.)

RIVER ROAD
(NAME)
RUBY LANE
(NAME)
DIVISION AVE.
N
7-3
6-3
5-1
4-1
4-2
5-2
6-2
6-1
7-1
7-2
5-3
5-4
4-3
5-6
5-7
6-6
6-4
BIKE
5-5
PED.
6-5
BIKE
4-4
5-8
4-6
7-5
7-6
5-9
4-5
7-4

**NOTES**

Control Type

**ACCIDENT TOTALS by TYPE**

| TYPE | DAY | NIGHT | TOTAL |
|---|---|---|---|
| FATAL | | | |
| PED. INJURY | | | |
| Other Injury | | | |
| Prop. Dama. Only | | | |
| TOTAL | | | |

## SYMBOLS

MOVING VEHICLE
BACKING VEHICLE
PEDESTRIAN
PARKED VEHICLE
□ FIXED OBJECT
● FATAL ACCIDENT
○ INJURY ACCIDENT

## TYPES OF COLLISIONS

REAR END
HEAD ON
PHANTOM VEHICLE
SIDE SWIPE
OUT OF CONTROL
LEFT TURN

RIGHT ANGLE

SHOW FOR EACH ACCIDT.
1. DATE AND TIME
2. WEATHER AND ROAD SURFACE IF UNUSUAL CONDITION EXISTED

INTERSECTION RIVER ROAD and DIVISION – RUBY LN.
PERIOD 4 YEARS FROM JAN. 1, 1974 to DEC. 31, 1977
BY JAB

**Branch Engineering**
105 Q Street, Suite 2B
Springfield, Oregon 97477

9358

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

11 - 26 - 79

FEDERAL AID PROJECT NO. M-0000(12)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90220

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 28'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-29

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>11-26-79 | FEDERAL ROUTE NUMBER Various FAU Routes<br>STATE ROUTE NUMBER Various County Roads |

GENERAL LOCATION:

Riviera Transit Station

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Consultant Agreement
Lutes/Sanetel/Architects P.C.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 29, 1979, I approve the Consultant Agreement with Lutes/Sanetel/Architects P.C., and you are now authorized to proceed with the Preliminary Engineering phase of that Agreement. Reimbursement on a lump sum basis not to exceed $37,000 - Federal participation limited to $32,615 is approved.

A signed copy of the Agreement is returned herewith.

| | | |
|---|---|---|
| DATE<br>11-26-79 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-913

9358

J

October 29, 1979

AGR 6

MISC. CONTRACTS and
AGREEMENTS No. 10,327

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** D. E. Swan
Operation Programming Engineer

**SUBJECT:** Oregon Project No. M-0000(12)
LGA Consultant Agreement
Riviera Transit Station
Lane Transit District and Lutes/Sanetel

Attached for your consideration are two conformed copies of a Consultant Agreement concerning architectural services to be furnished to the Lane Transit District by Lutes/Sanetel, Architects for subject project.

A pre-award audit and selection procedure evaluation has been conducted by the State Highway Accounting Section and a copy of the external audit report is attached.

We request your approval now of the Consultant Agreement, authorization to proceed with the work by consultant and the return of one approved copy of the agreement for our project files.

MCH:pf
Attachments

cc: Cliff Laux
Jack Ayres, Region 3

FHWA approval 11-26-79
per Cliff Laux.
MCH

9358

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 2878

# INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: September 25, 1979

FROM: Vernon E. Skoog
Controller Vern

SUBJECT: Pre-award Evaluation
Lutes/Sanetel (Architects)
Lane Transit District
Riviera Transit Station

In response to your IOM dated September 11, 1979, and as required by ADM-4, we have reviewed the accounting provisions of subject proposal.

Contingent upon securing the certificate of liability insurance required in Paragraph 12.3 (P.9), we approve the proposal.

We attach a copy of our report for your information.

DWJ:njc

cc: D. W. Jones

Insurance certificate received 10-16-79.
Sent to Dett Jones.
MCH

PROJECT MANAGEMENT BRANCH
ASHE STE
FILE REC'D PRE
[illegible]
REFERRED TO Mainor
FOR
FILE: PM FA LG.

Contains
Recycled
Materials
81-125-1387

STATE OF OREGON
HIGHWAY DIVISION
EXTERNAL AUDIT UNIT - 2878

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: September 25, 1979

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Lutes/Sanetel (Architects)
Lane Transit District
Riviera Transit Station

## Introduction

D. E. Swan requested by IOM dated September 11, 1979, that your office review the accounting provisions of subject proposal. Since the total estimated cost is below $50,000, formal evaluation would not be required by FHWA, but State purchasing procedures as implemented by OSHD manual ADM-4 do require this.

Architect is to be employed by Lane Transit District (LTD) to design the facility as scheduled on Page 2. The proposed fee is Lump Sum $37,000.

## Scope of Review

Having no previous audit report or experience with Architect, I met with him at his Springfield office on September 20, 1979, to review his accounting procedures and records.

I also visited briefly LTD offices in Eugene to satisfy requirements of consultant selection procedure. No further review of their accounting records was appropriate because LTD is not generating costs, merely approving the bills submitted by Architect.

## Opinion

The proposal has been negotiated between appropriate staff members of OSHD, LTD and Architect to determine that manhour estimates for the project tasks are reasonable. LTD complied with consultation selection requirements. Architect maintains accounting procedures and records that assure segregation of allowable costs and documentation of them.

## Results of Review

1. On Page 17, there is a footnote with an asterisk (*) reference, but no corresponding asterisk above to indicate the point of reference. It is particularly important in this proposal to reference Paragraph 12.3, liability insurance. Architect is currently negotiating this requirement with his carrier, but until he can supply a certificate of insurance the Agreement should NOT be executed.

Contains
Recycled
Materials
81-125-1387

2. Exhibit "A", Analysis of Fee... The salary rates to be paid after September 1, 1979 will increase over the proposal estimate, and only the Principals are limited to the stated rates without a Supplemental Agreement. The markup for other payroll expense reflects actual costs for payroll taxes and fringe benefits, again on the base rates prior to the September 1, 1979 increases.

   Overhead computation does include two ineligible items: contributions ($200) and interest ($70.27) would reduce the cost estimate $.04 per hour, $266.

3. When the additional labor cost to be incurred is offset by the ineligible overhead cost, it does not materially affect the lump sum proposal. No change in that figure seems necessary.

APPROVED
V.E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: D. W. Swan

9358

**LANE TRANSIT DISTRICT**

September 5, 1979

Mr. Maynor Holmes
Project Management
Room 209
Transportation Building
Salem, Oregon 97310

Dear Maynor:

Enclosed is the most recent draft of the proposed consultant agreement for the Riviera Transit Station. I am particularly curious to know if Section 12.2 is acceptable since the architect is having extreme difficulty in getting their insurance carrier to agree to allow them to indemnify, both the State and FHWA. The insurance carrier is reluctant to indemnify any agency that is not an official party to the agreement.

Please give me a call if you discover any major problems with this format.

Sincerely,

Ellen

Ellen Bevington
Transit Planner

EB/dp

O

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

9358

(RTS0001)

Form ~~E-5~~ (Rev. 9-11)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Riviera Transit Station

Highway Transit District

County Lane

Date July 13, 1979

Authorization No. 1

Survey Prefix 320-1947 (Assigned by Salem office)

Description of termini, route, length, etc.:

In the area of the intersection of Beltline Road and River Road in the City of Eugene.

M-0000(12)
6-14-79

Purpose of survey:

To monitor the preliminary engineering.

Approved 3/7/79 by Hwy Comm

Estimate of cost:

| | | | | | |
|---|---|---|---|---|---|
| Resident Engineer | (901) | 800 | Recon. & Hydrology | (918) | 50 |
| Payment to Loc Gov. | (903) | 25,600 | Proj. Management | (920) | 50 |
| Final Design | (905) | 1,000 | Specifications | (921) | 1,350 |
| Bridge Design | (906) | 1,000 | Adm. Serv. (Eng) | (922) | 50 |
| Soils & Geology | (910) | 300 | Environmental | (923) | 100 |

Total estimated cost of survey . . . . . . $30,300

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. [illegible]

Location Engineer

Approved: E S [illegible]

Assistant State Highway Engineer

RECEIVED
OCT 30 1979
LOCATION SECTION

H N M

SP*23604-734

9358

# DEPARTMENT OF JUSTICE

**Memorandum**

**TO:** Mainor Holmes
Project Management

**DATE:** July 3, 1979

**FROM:** Jack L. Sollis JLS
Assistant Attorney General & Counsel

**SUBJECT:** Consultant Agreement between Lane Transit District and Lutes/Sanetel Architects

I have reviewed the proposed agreement and have the following comments.

On page 3 of the agreement, item 1.3.2, I believe that in the second line the agreement should be referring to proposed bidding forms, proposed conditions of the contract and proposed form of agreement between the district and the contractor. I believe that the bidding forms, conditions of the contract and the form of agreement will be drawn by the Highway Division based on the information furnished by the architect.

On the same page I believe item 1.4 bidding or negotiation phase should be deleted as that will be handled by the Highway Division.

In the agreement under paragraph 3.2.2 the words "or negotiation" should be deleted. All contracts will have to be put out to bids.

On the next page paragraph 3.2.4 on the third line the words "or negotiated proposal" should be deleted, on the fifth line the words "or renegotiating" should be deleted.

I am somewhat concerned as to the provisions for payment as there is no top dollar figure put out for the entire work that the architect is going to do and I do not believe that the federal government or the Highway Division should approve it unless the top dollar figure is spelled out.

In addition to the comments that I have made, I would certainly advise the district that they have their attorney review this agreement to make sure that they are not getting themselves in over their head as far as commitments to the architect under this agreement. That is not part of our responsibility and should be reviewed by the district's attorney. In addition the signature line on the last page should be changed to show a signature line for the district rather than the county and the city.

JLS:sjb

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
IGF ☐ [✓ FAE ☐] CFI ☐
[illegible]
File: FM FA
LG OP
TAA

9358

Major Changes Required

1. Documentation of LTD selection procedure. State & FHWA must approve selection procedure.

   cc: Request for proposals

   Mailing Lists

   All proposals received

   Rating Forms

   Etc.

2. Copy of consultants proposal.

3. Work schedule or plan - this should be contained in the proposal

4. Itemized all costs supported by a detailed estimate.

5. Time limits must be established.

6. Dollar limits for each phase.

7. Under construction managements - who is responsible for contractor compliance including documentation and certification of same.

8. Need a clear description of work to be performed by each party. For instance who will do geotechnical boring and testing. Who will do construction material testing. Who will prepare the final plans - on what format. What design standards are to be used. Will State's Construction Inspection Manual be followed. If not what procedure will be used.

9. Any subcontracts must be approved.

10. Payment should be lumpt sum or cost plus "net fee" for construction. No multipliers are allowed.

Recommendations:

Recommend use of separate agreements for PE& Construction.

Recommend less verbage concerning extras. All work beyond the terms of the agreements must be handled by a supplemental agreement.

Recommend consultant be required to submit weekly reports during both PE & construction phases.

Recommend the number of design alternates with estimates and conceptual drawing be specifically established. If more are required a supplement agreement would be necessary.

9358

June 29, 1979

Mainor Holmes
Proj. Mgmnt.

Dettmar Jones
Staff Auditor

Commentary
Lane Transit District }
Lutes, Sametil Architects }
Biviera Transit Station

1. We must have documentation by LTD supporting their selection of this particular architect.

2. A limited site audit of accounting records & procedures at both LTD and LS will be necessary before execution of an Agreement to provide assurance of adequacy.

3. The "unit cost" (hourly rate) basis would be acceptable, but we should have some basis for determining the reasonableness of those quoted rates. The attached schedule is the ideal format used by many engineers.

3a. Are the indirect costs recovered by a factor in the quoted rates?

3b. Is the profit represented by the 10% factor in the quoted rates?

4. Profit ("fee") must be stated as a fixed dollar amount, not as a percentage of costs.

5. Reimbursable Expense by architect or his sub-consultants should be billed at actual cost without markup of 5% quoted. His direct and indirect costs billed will recover any such administrative cost he may incur on behalf of his subs.

6. We should have a reasonable estimate of manhours to determine a maximum cost, including contingencies.

EXHIBIT "C"
Page 3

## METHOD OF ARRIVING AT CHARGEABLE RATES

| | General Manager | Supv. Dsn. Engr. | Proj. Engr. | Proj. Engr. | Jr. Dsn. Engr. | Draftsman |
|---|---|---|---|---|---|---|
| HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month) | 9.48 | 8.21 | 6.73 | 5.49 | 5.14 | 4.00 |
| PAYROLL TAXES - 8.0% | .76 | .66 | .54 | .44 | .41 | .32 |
| METRO-TRANSIT TAX | .01 | .01 | .01 | .01 | .01 | .01 |
| VACATIONS, HOLIDAYS, SICK LEAVE - 6.0% | .57 | .49 | .40 | .33 | .31 | .24 |
| PENSION PLAN - 4% | .38 | .33 | .27 | .22 | .21 | .16 |
| HOSPITALIZATION INSURANCE | .27 | .23 | .19 | .20 | .16 | -0- |
| Actual Chargeable Rates | 11.47 | 9.93 | 8.14 | 6.69 | 6.24 | 4.73 |
| Rates Used | 11.45 | 9.95 | 8.15 | 6.70 | 6.25 | 4.75 |

9358

L.

June 26, 1979

Mr. Dave Rynerson
Lane Transit District
P.O. Box 2710
Eugene, OR 97402

MISC. CONTRACTS and
AGREEMENTS No. 7053

Dear Mr. Rynerson:

Attached for your records is a fully executed copy of an agreement for preliminary engineering and the construction of a transit station at the intersection of River Road and River Avenue (Riviera Transit Station).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Mead
COMMISSION SERVICES

fkn

Att.

bc Dorland Swan (agree. att.)
Dennis Moore

STATE OF OREGON

INTERO CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 7, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Proposed Urban System Project

Lane Transit District is requesting a $185,000 project to construct a transit station at the intersection of River Road and River Avenue. The project will provide six bus bays, passenger shelters and amenities, bus holding areas and a park and ride lot. Illuminations will be provided as will necessary signing and striping. Lane Transit District will fund the preliminary engineering for the transit station with a section 3 grant from UMTA which will be administered by the Public Transit Division. Local match funds for construction of the project will be supplied by state general funds (6%) through the Public Transit Division and Lane Transit District (6%). A consultant will perform preliminary and construction engineering. The attached sketch map indicates the location of the project. In summary:

| Jurisdiction | Section | Estimated Total Cost | Federal Funds | Local Match |
|---|---|---|---|---|
| Lane Transit District | Riviera Transit Station | $185,000 | $162,800 | $22,200 |

Region 3 and this office investigated the proposed project confirming its validity and financing under the Urban System Program. I recommend your approval and request you authorize this project under delegated aut' ity.

3/7 orig to Head
[illegible]

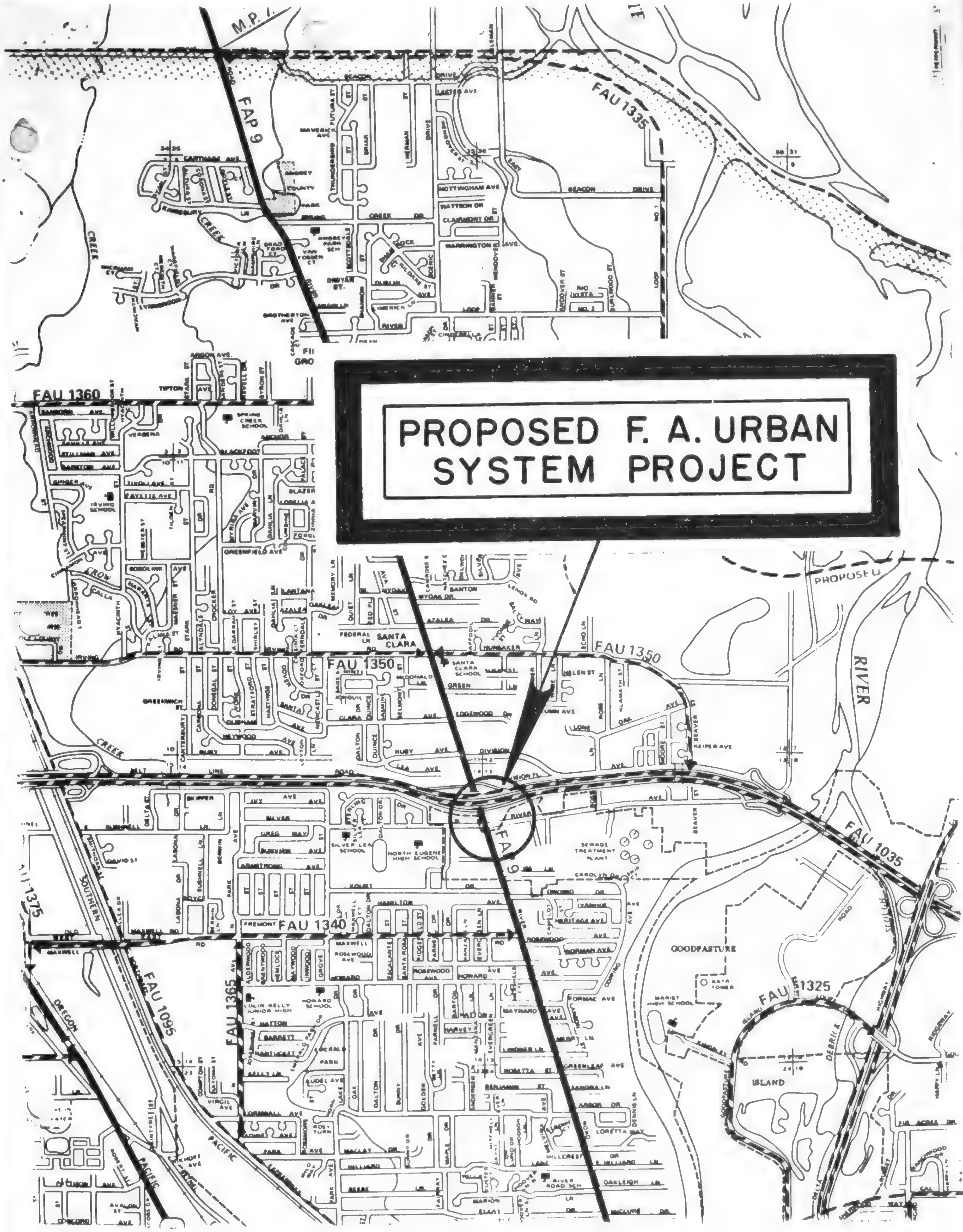
APPROVED BY:

State Highway Engineer

Date 3/7/79

GEZ:pf
Attachment

81-125-1387



PROPOSED F. A. URBAN SYSTEM PROJECT

M.P.I.
FAP 9
FAU 1335
FAU 1360
FAU 1350
FAU 1035
FAU 1340
FAU 1375
FAU 1095
FAU 1365
FAU 1325
PROPOSED
RIVER
CREEK
BELT LINE ROAD
BEACON DRIVE
SPRING CREEK SCHOOL
IRVING SCHOOL
SANTA CLARA SCHOOL
SILVER LEA SCHOOL
NORTH EUGENE HIGH SCHOOL
SEWAGE TREATMENT PLANT
GOODPASTURE
MARIST HIGH SCHOOL
ISLAND
COLIN KELLY JUNIOR HIGH
HOWARD SCHOOL
RIVER ROAD SCH
SOUTHERN
PACIFIC
OREGON
DELTA
HIGHWAY

9358

June 26, 1979

David A. Rynerson
Director of Planning & Development
Lane Transit District
P.O. Box 2710
Eugene, Oregon 97402

Dear Mr. Rynerson:

The Federal Highway Administration has approved the preliminary engineering program for development of the Riviera Transit Station.

Financial sharing of the preliminary engineering is:

| | |
|---|---|
| Total P.E. | $30,300 |
| Federal Funds | 26,694 |
| BALANCE | $ 3,606 |

Lane Transit = 50% of $3,606 = $1,803

Please make your check in the amount of $1,803, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operation Programming Engineer

GEZ:pf

bcc w/AD # 647: Vern Skoog - Please return completed AD # 647
when check is received.
Jack Ayres

9358

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATIO''

## LETTER OF APPROVAL A /OR AUTHORIZATION

6-14-79

FEDERAL AID PROJECT NO. M-0000(12)

STAT JECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1 ☐ 2

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90220

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO
Macking
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer (ODOT)
Salem, Oregon

6-19
orig
to

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>6-14-79 | FEDERAL ROUTE NUMBER | Various FAU Routes |
| | | STATE ROUTE NUMBER | Various County Roads |

GENERAL LOCATION:

Riviera Transit Station

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 1, 1979, you are authorized to proceed with the work shown above at a TEC of $30,300 with Federal Funds limited to $26,694.

| | | |
|---|---|---|
| DATE 6-14-79 | SIGNATURE OF APPROVING OFFICIAL G. K. Hossner | TITLE for Division Administrator |

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9358

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1979

|  |  |
|---|---|
| TO | G. L. Green, Division Administrator<br>Federal Highway Administration |
| FROM | D. E. Swan<br>Federal Aid Engineer |
| SUBJECT | Project Data Submission<br>Item No. 90220<br>Project No. M-0000(12)<br>Riviera Transit Station<br>Lane County |

Enclosed is data for the subject project.

I hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $30,300 with an obligation of $26,694.00 in federal funds.

CL:dmc
Enc.
cc: A. Shirley, Reg. 3
G. Zehner, w/att.

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

June 1, 1979

## FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., River Rd. @ N. River Ave. 65 | **ADT** | PRESENT 20,000* | FUTURE 27,900 (66) (70) | YEAR 99 (71) (72) | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Transit Passenger Facilities 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUFV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 M- 23 | NUMBER 7 0000 |

CARD
CLASS OF FEDERAL FUNDS Urban System
NAME OF URBAN AREA 17-31 Eugene

COUNTY NAME Lane

ROUTE NO. U | FEDERAL-AID Various | (32) STATE Co. Rd. (36) | (37) -

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS (88.1%) | STATE FUNDS | OTHER FUN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | 0.0 | 30,300 | 26,694 | - | 1,803 (Ge<br>1,803 (LT |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) Y108 | | "Riviera Transit Station" | 0.0 | 336,700 | 296,306 | - | 20,197 (Ge<br>20,197 (LT |
| CARD 1 | CODE 1 | PREPARED BY | CL | | | | PROJECT TOTALS | 0.0 | 367,000 | 323,000 | - | 44,000 |
| 1 | 14 | PROGRAM APPROVAL DATES | 12-8-78 | | | | | | (16) (23) | (24) (33) | REMARKS | |

*ADT on River Road

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 1, 1979

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| Rd., River Rd. @ N. River Ave. | | 20,000* | 27,900 | 99 | 10 | Oregon | 41 | W32 | 90220 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
| nger Facilities | | | | | | | | M- | 0000 | (12) | |

COUNTY NAME: Lane
CODE: 039

ROUTE NO.: U
FEDERAL-AID: Various
STATE: Co. Rd.
U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS (88.1%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | 0.0 | 30,300 | 26,694 | - | 1,803 (General)<br>1,803 (LTD) | |
| OW | | | | | | | | |
| ONST<br>(CODE)<br>Y108 | | "Riviera Transit Station" | 0.0 | 336,700 | 296,306 | - | 20,197 (General)<br>20,197 (LTD) | |
| CL | | PROJECT TOTALS | 0.0 | 367,000 | 323,000 | - | 44,000 | |

REMARKS

PROVAL DATES 12-8-78

*ADT on River Road

USCOMM DUSCOMM-DC 48905-P

Riviera Transit Station
Project No. M-0000(12)

Existing Facilities:
River Road - 4 travel lanes with 14-foot left turn median.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases.
2) Construction of a transit passenger facility to accommodate parking for approximately 150 cars, passenger shelters, restrooms, lighting and other incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreement as the project is entirely within a local jurisdiction.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 1, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4.
2) Included in LCOG FY 79 TIP/AE on page 9.

7358

**STATE OF OREGON** **INTEROFFICE MEMO**

Department of Transportation 378-8201
DEPT. TELEPHONE

TO: Jack Sollis
Assistant Attorney General
Legal Department

DATE: May 29, 1979

RECEIVED
MAY 30 1979
LEGAL

FROM: Victor Dodier
Budget Officer Victor

SUBJECT: Public Transit Division

The Lane Transit District has proposed a project, the Riviera Park and Ride Station, for funding with Federal Aid Urban System funds. As I understand the situation, the Lane Council of Governments and the Highway Division have both approved this project. Lane Transit District is now in the process of drawing up a consultant agreement for the preliminary engineering on the project.

Gerald Wimer sent the attached draft contract to Public Transit Division for our review. As the contract commits Public Division to providing 50% of the local share of the project, I have made some modifications which commit PTD funds formally and allow Denny to sign the contract. Do these modifications meet with your approval?

Beyond the question of signing this agreement, there is one which is much more significant. Can Public Transit commit funds under its Urbanized Area Transit Assistance Program from the 1977 - 1979 biennium appropriation? In various discussions concerning similiar questions, Neal Fisher has indicated that we can commit the funds from this biennium if we have a written grant agreement from the Feds covering a specific project. My understanding of the Federal Aid Process is quite limited; I get lost somewhere between the allocation phase and construction money flowing to the project. Can the approval by the Lane Council of Governments and the Highway Division be construed as a firm commitment of Federal funding to this project?

VD/dlf

Attachment

9358

# PROJECT MANAGEMENT OFFICE MEMO

Date 4-10-79

Subject P.E. - Riviera Transit Station File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Jack Ayres Phone

Reason for contact and general discussion: re: letter from Lane Transit District. & letter from Ollie Snowden limiting participation of FAU funds to P.E. by consultants. Asked Jack who is to perform, appears consultant is required if FAU funds are used. He will discuss w/Snowden and get back.

88 Fed., 6% Pub. Transit, 6% Lane Transit.

4-16-79 Told Jack to get letter from L-COG approving 88% Fed. funding & Clause A (82%) or B (88%) on future projects.

(P.M.) Jack Says L-COG will act on 88% clause B for future projects at 4-19 meeting.

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

**LANE TRANSIT DISTRICT**

April 2, 1979

Jack Ayres
Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Jack:

This is to advise you that Lane Transit District no longer anticipates applying for a Section 3 U.M.T.A. grant to fund preliminary engineering for the Riviera Transit Station. The informal local agreement not to fund these costs with F.A.U. funds are no longer in effect; a copy of a letter from the Lane Council of Governments confirming this is attached.

In view of this development, Lane Transit District desires to revise its F.A.U. application to include preliminary engineering for the Riviera Transit Station. This move should expedite the grant process because the Lane Transit District application will then conform to the standard F.A.U. project application.

The revised cost estimate for the project is shown below, and should be incorporated into the Lane Transit District application that is currently pending.

| | |
|---|---|
| Grading, Paving, Storm Sewers | $114,000 |
| Buildings (Shelters, Benches, and Overhead Canopy, Information Systems, Restrooms) | $135,000 |
| Lighting, Water, Sanitary Sewers, and Fencing | $ 31,400 |
| Landscaping | $ 22,700 |
| Architectural & Engineering Fees | $ 30,300 |
| Contingency | $ 33,300 |
| | $366,700 |

PROJECT MANAGEMENT
OCE ☐
FAE ☐
LO
GP
Zehner
Nothing attached to our copy

Copy in Eugene General File.

Ellen Bevington

Ellen Bevington
Transit Planner

Copy to Gary Zehner

cc: Jack Graham

EB/dp

Please incorporate funding change

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

9358

## PROJECT ASSESSMENT

M-0000(-)

### ART 1. GENERAL INFORMATION

**A. Project Identification:**

Date March 15, 1979
Section Riviera Transit Station
Unit (if appl) N/A/
County Lane County
City North of Eugene, Oregon
Highway River Road F.A.U. #
State Hwy. No.
Termini: M.P.(if appl) At River Road m.p. 10.28
Length N/A
Region 3
Construction Estimate 185,000
Program Amount

**B. Purpose of Project:**

This project would create a transit node at River Road and River Avenue to permit better coordination of the routes and schedules serving the River Road/Santa Clara area. A park n' ride lot and bicycle storage area would also be developed to facilitate multi-modal trips and to encourage commuters to utilize transit service in this congested corridor.

**C. Origin & History of Project:**

Although the Riviera Transit Station Project was initiated by LTD, Lane County has agreed to act as project sponsor in order to coordinate the development of this transit facility with other improvements scheduled for River Road for which Lane County will also be project sponsor.

The Riviera Project is referenced in the following adopted Planning documents: Eugene-Springfield Area 2000 Transportation Plan; 1978-81 Transit Development Program; and the 1978-79 Eugene-Springfield Transportation Improvement Program.

**D. General Description of Project:**

A preliminary layout for the project is attached. (See Exhibit A) Principal features of the project are as follows: off-street clockwise bus circulation around six bus loading bays; passenger shelters and other amenities, designs yet to be determined; bus holding area at east side of station; and 165 space park n' ride lot, construction of which will be phased.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 5 ; Med. 14' ; Shldrs. None ; Parking None
N/A Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 20,000 ; Projected ADT 27,900 ; Yr. 2000
(ADT for River Rd. adjacent to Transit Station.) Existing Level of Service D

Proposed Facility: Projected ADT 27,900 ; Yr. 2000
River Rd. to be widened by Lane County in separate project Projected Level of Service C

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_______

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:
Crushed rock and asphaltic concrete will be obtained from existing local commercial sources. All construction debris and waste materials resulting from the construction project will be the responsibility of the project contractor to remove from the construction site and dispose of in accordance with State and County requirements.

Type of Structure(s):
Project consists of two principal structures. First, a passenger waiting area requiring curbs, gutters, sidewalks, shelters, and other amenities. Secondly, paving for bus circulation, a park n' ride lot, and general access and egress to station.

Brief Description of River or Stream and Type of Involvement, if any:
The project site involves no rivers, streams, or wetlands. Drainage is currently provided by open ditches on the north and west perimeters of the project. Since this area will be paved, catch basins and a below grade drainage system will be constructed.

Local City, County or COG priorities of project:
The Eugene-Springfield Area 2000 Transportation Plan cites this project for construction prior to 1990. It is listed in the current T.I.P., and the Metropolitan Area Transportation Committee has allocated FAU funds to the project for FY 78-79.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Due to LTD's route structure and the available street network, the location of the Riviera Transit node is constrained to the immediate vicinity of River Road and Beltline. There is a shortage of inexpensive or undeveloped land in this area that is suitable for this project. Alternatives within the service parameters would require the condemnation of existing commercial properties. Exhibit B illustrates proposed bus routing to and from the Transit Station.

Other Descriptive Information or Comments:

The site is a 2.38 acre parcel that belongs to Lane County. Lane County and LTD have signed a lease which permits LTD to construct and operate a transit facility at this site. The lease is for a 20-year term, with an unqualified option to renew for an additional 10 years. A copy of the lease is attached. (See Exhibit C)

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

The intersection of River Road and Beltline is a major commercial node. The parcel of vacant land under consideration has no application as a park due to the noise level at the intersection. There is no standing water and there are no streams. The natural drainage flows from the Southwest to the Northeast. It is supplemented by a storm sewer that runs diagonally across the property in the same direction.

Existing vegetation is limited to uncultivated field grasses and to the following inventory of trees over 6" in diameter: three elms, three apples, three birch, one walnut, and six alder. All trees are located in the area that is proposed for a park-n -ride lot. The elm trees are diseased and should be removed. The walnut, the largest tree on the property, is 24" in diameter and it would be conserved. Depending on the final park-n-ride layout, it will probably be possible to retain the birch, which are 9", 10" and 11" in diameter respectively. However, the alder and apple would have to be removed.

The soil scientist from the Environmental Management Department of Lane County has classified the soil of the site as Malabon and has indicated that the site has the requisite load bearing properties to support the proposed facility. (See Exhibit D for aerial photograph of parcel.)

#### 2. Cultural:

This vacant 2.38 parcel that is the proposed site for the Riviera Transit Station is zoned C-2. It is owned by Lane County and leased by Lane Transit District for a 20 year term with an option to extend for 10 years. The property directly south of the subject parcel is zoned C-2 and developed with Church's Restaurant and the Riviera Shopping Center. South and West of the parcel are Safeway and Bi-Mart Stores, located on C-2 zoned property. To the immediate west of the parcel is River Road and, two restaurants and the Silver Lea Shopping Center, all located in a C-2/SR zoning district. North of the parcel is Beltline; further north is a C-2/SR zoning district accommodating the Fred Meyer Shopping Center. Directly to the east of the parcel is a McDonald's Restaurant on C-2/SR zoned property.

Existing ADT for River Road, adjacent to the proposed site, is 20,000; existing ADT for River Ave. is 5,000. Congestion at peak times frequently results in level of service D or worse.

The principal noise source at the proposed station site is the traffic associated with the intersection of a 4 lane arterial and 4 lane freeway, with affiliated acceleration lanes for on and off ramps. The incremental noise impact of operating a transit station at this site will be negligible.

Regarding air quality, the Lane Regional Air Pollution Authority (LRAPA) stationed their mobile air sampling unit at the site for a two week period in September, 1976. They collected data on carbon monoxide and photochemical oxidants. At no time did the CO level exceed 8.4 mglm$^3$ (alert level is 40 mglm$^3$). They also recorded low levels for photo chemical oxidants ($O_3$). See Exhibit E for a copy of the LRAPA report for further detail.

(See other side.)

2. CULTURAL continued:

The addition of the station will not increase the number of buses now operating in the vicinity of River Road and Beltline. Buses presently travel north and south on River Road, east on Silver Lane and River Avenue, and west on Division and Ruby. However, with the creation of a transit station, the routing on these buses would be modified so that all routes passing through the Beltline/River Road interchange would stop at the station, both inbound and outbound. These routing changes will make transfers easier, thereby increasing ridership and decreasing auto dependence. (See Exhibit B.)

The operation of park n' ride lot should not increase the number of vehicles operating in the intersection but it does imply that some of these will stop rather than pass through. The action of starting and stopping these vehicles will have a negative impact on air quality at the station, but this effect should be offset by an overall contribution to the air quality of the River Road corridor.

## B. Preliminary Assessment of Environmental Impacts:

### 1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way acquisition required.

### 2. Estimated Impact on Traffic Patterns:

The development of transit stations encourages ridership by facilitating transfers between routes. Increased transit ridership in the River Road corridor can help alleviate the extreme congestion that is now experienced. (See other side.)

#### Consequences--Air Quality, Noise, Safety, etc.:

Due to the proximity of the Beltline ramps, this project will have negligible impact on the air quality or noise characteristics of this area. Safety consideration regarding bus turning movements have been incorportated in the clockwise circulation pattern through the station. See Cultural Section for detail.

### 3. Estimated Impact on Land Use:

The project will preclude commercial development of this parcel.

#### Consequences:

The existing commercial development is adequate to serve the adjacent areas. Excepting the project site, all commercial parcels in the immediate vicinity of River Road and Beltline have been developed.

### 4. Expected Impact on Natural Ecological Resources:

No significant natural species have been observed.

#### Consequences:

None

### 5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be made to determine the extent of previous site disturbance. No negative impact on the cultural or scenic resources of the area are projected. Furthermore, the transit station should have the positive impact of improving pedestrian access in this area.

#### Consequences:

Presently, the intersection of River Road and Beltline is a relatively hostile environment for pedestrians and bicyclists. Travel by these modes between Fred Meyer and the shopping areas south of Beltline is hazardous. The transit station, coupled with a program of improvements scheduled for River Road, should improve access between these areas and should foster a safer environment for pedestrians and bicyclists.

## 2. ESTIMATED IMPACT ON TRAFFIC PATTERNS continued:

Two access points will be provided. Northbound buses on River Road will pull through the intersection into bays on the west side of the station. All other buses will access the east side of the station from an entrance off the eastbound Beltline ramp. This second access point takes advantage of the signal at Beltline.. It also allows buses to exit the street system at a moderate speed, minimizing both delay and the probability of rear-end accidents.

Station egress will occur at two points: northbound buses on River Road will merge back into the right northbound travel lane; all other buses will enter back onto the street by turning either right or left onto River Avenue.

River Avenue will provide the only access to or egress from the park n' ride lot.

With this proposed circulation pattern, all left turn movement involving River Road and the transit station will occur at a signalized intersection. This design feature reduces schedule delay and promotes the smooth operation of the intersection. It should be emphasized that this design is dependent upon Lane County's Plans to eliminate the free right hand turn onto the eastbound ramp. If this free movement is not eliminated, alternative station access points can be developed. However, these alternative will result in conflicting left hand turn movements for buses across River Road.

6. Preliminary Identification of Areas of Critical Concern:

No critical areas of concern have been identified.

7. Potential for Controversial Issues:

No potential for controversial issues has been identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Eugene-Springfield is an Air Quality Maintenance Area. The Lane Council of Goverments is the lead agency in developing a transportation control plan for carbon monoxide and (See other side)

b. Noise Standards

N/A

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

This parcel is currently vacant. It was formerly under the jurisdiction of Lane County, but it has recently been annexed by the City of Eugene. At Lane Transit District's request, the parcel has been rezoned to C-2 to accommodate the proposed Riviera Transit Station.

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION------------------ | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _x_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

No new right-of-way is required and adverse impacts to the cultural or natural environment are not probable.

---

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

## CLEAN AIR IMPLEMENTATION PLANS continued:

photochemical oxidants. It is currently conducting an air quality analysis which will result in a State Improvement Plan (S.I.P.) revision. The consistency of this project with the S.I.P. is indeterminate at this time. However, expanded mass transit and park n' ride have both been identified as potential control strategies. Given the nature of this project, a positive air quality impact is projected and a favorable consistency determiniation can be expected once the revised S.I.P. is complete.

9358

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

**INTER-OFFICE CORRESPONDENCE**

Roseburg, Oregon

March 5, 1979

**FILE:** PRO 6

Jack Ayres

**FROM:** JACK AYRES
Regional Federal-Aid Engineer

**TO:** D.H. Moehring
Project Management
SALEM

**SUBJECT:** Revised Project Cost Estimate
Riviera Transit Station
Lane Transit District
Lane County

Please add the attached project cost estimate to the pending project application. Also please note the funding match requested.

JA/cp
Attach.
cc: Larry Asburry
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPE ☐
MAR 6 1979
M
File: PM FA [✓ LG] OP
TAA Zehner

3-7-79
Lane Transit providing match wants 88% Fed on this project.

This says 88-6-6. Thought we were getting some indication Lane Co wanted 82-9-9 in L.COG area

**LANE TRANSIT DISTRICT**

March 2, 1979

Mr. Jack Ayres
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Jack:

A revised cost estimate for the Riviera Transit Station is shown below. This new estimate should be incorportated into the F.A.U. application that is currently pending for this project.

| | |
|---|---|
| Grading, Paving, Storm Sewers | $114,000 |
| Buildings (Shelters, Benches, and Overhead Canopy, Information Systems, Restrooms) | $135,000 |
| Lighting, Water, Sanitary Sewers, and Fencing | $ 31,400 |
| Landscaping | $ 22,700 |
| Architectural & Engineering Fees | $ 25,600 |
| Contingency | $ 24,500 |
| | $356,000 |

It should also be noted that LTD desires project approval at the current 88-6-6 Federal-State-Local matching ratio, which has been revised since the application was first submitted.

Sincerely,

David A. Ryerson

David A. Ryerson
Director of Planning & Development

DAR/em

cc: Ollie Snowden, L-COG
Al Driver, Lane County
Denny Moore, Public Transit Division
D.E. SWAN

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

9358

**LANE TRANSIT DISTRICT**

February 16, 1979

Jack Ayres
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Jack:

Thank you for your notification of Transportation Commission actions regarding use of Highway Trust Funds for Park & Ride stations.

Lane Transit District plans to utilize state general funds for half of the non-federal share of this project. These funds were appropriated by the 1977 legislature, and are administered by ODOT's Public Transit Division.

The local Metropolitan Planning Organization has, with state concurrence, utilized a 78-11-11 match ratio for FAU projects in the past. Although a higher federal ratio was available, it was felt that federal funds could be utilized for a greater number of projects at the lower ratio. A change in match ratio affecting all FAU projects in Lane County, and agreed upon by the state and the M.P.O., would be acceptable to Lane Transit District.

Please forward copies of this letter to the appropriate state offices.

Thank you.

Sincerely,

David O. R

David A. Rynerson
Director of Planning & Development

2-28-79
Called Erik East
He isn't sure
Called Al Ward
Funds are paid after costs are incurred.
N

1) Check w/ODOT Transit to determine if they pay their share to Lane Transit Dist & we recollect or will these funds come direct to Hwy

2) Have ~~[illegible]~~ Ayres obtain letter from L-COG establishing 88-6-6 or 82-9-9 as basic match they want.

DAR/em

cc: Ollie Snowden, L-COG
Al Driver, Lane County Public Works

CC Ellis Jones
Bill Cranford
Gary Zehner

88% Fed Share on this project

Zehner

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

9358

# Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No.: PRO 6

February 14, 1979

Mr. Al Driver
Director of Public Works
Lane County
3040 N. Delta Hwy.
Eugene, OR 97401

Dear Al:

This will acknowledge receipt of two copies of project application and assessment for the proposed Riviera Transfer Station project. I will have the assessment reviewed by Mr. John Grassman, Region Planning Representative.

For your information and contrary to our agreement with the League of Oregon Cities and Association of Oregon Counties, the Oregon Transportation Commission resolved at their February 22, 1978 meeting that "No (Oregon) Highway Trust funds shall be used in construction of Park & Ride Stations or any other function not directly related to or benefitting highway users." (See attached letters, F.B. Klaboe to LOC - AOC, 3-17-78 and Clark to Snowden, 3-29-78.)

Also, the match ratio of 78-22 is no longer being used and I would imagine that either 82-18 or 88-12 will be stipulated in the Preliminary Engineering Agreement.

By copy of this letter I am forwarding one copy of this project application and assessment to the Project Management Section in Salem for further processing.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring ✓
L.E. George
Larry Asburry
Ollie Snowden - L-COG
Lane Transit District

County wants Clause 'a' (82-18) on all their projects per Julien. Ayres asking them for a letter. Wonder why they want on this project, since we don't match. Be sure lease meets requirements of our earlier review before processing.

Form 734-3122

9358

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

## ART 1. GENERAL INFORMATION

**A. Project Identification:**

Date 11/19/78
Unit (if appl) N/A/
Section N/A
City North of Eugene, Oregon
County Lane County
State Hwy. No.
Highway River Road - F.A.U. #
Length N/A
Termini: M.P.(if appl) At River Road m.p. 10.28
Construction Estimate 185,000
Program Amount
Region 3

---

**B. Purpose of Project:**

This project would create a transit node at River Road and River Avenue to permit better coordination of the routes and schedules serving the River Road/Santa Clara area. A park n' ride lot and bicycle storage area would also be developed to facilitate multimodal trips and to encourage commuters to utilize transit service in this congested corridor.

---

**C. Origin & History of Project:**

Although the Riviera Transit Station Project was initiated by LTD, Lane County has agreed to act as project sponsor in order to coordinate the development of this transit facility with other improvements scheduled for River Road for which Lane County will also be project sponsor.

The Riviera Project is referenced in the following adopted Planning documents: Eugene-Springfield Area 2000 Transportation Plan; 1978-81 Transit Development Program; and the 1978-79 Eugene-Springfield Transportation Improvement Program.

---

**D. General Description of Project:**

A preliminary layout for the project is attached. (See Exhibit A) Principal features of the project are as follows: off-street clockwise bus circulation around six bus loading bays; passenger shelters and other amenities, designs yet to be determined; bus holding area at east side of station; and 165 space park n' ride lot, construction of which will be phased.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 5; Med. 14'; Shldrs. None; Parking None
N/A Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 20,000; Projected ADT 27,900; Yr. 2000
(ADT for River Rd. adjacent to Transit Station.) Existing Level of Service D

Proposed Facility: Projected ADT 27,900; Yr. 2000
River Rd. to be widened by Lane County in separate project
Projected Level of Service C

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels ______
Yes, No

Acres ______; Type of Relocation Req. ______________; No. ______

**Materials Source, Borrow, Waste Disposal Requirements, if any:**

Crushed rock and asphaltic concrete will be obtained from existing local commercial sources. All construction debris and waste materials resulting from the construction project will be the responsibility of the project contractor to remove from the construction site and dispose of in accordance with State and County requirements.

**Type of Structure(s):**

Project consists of two principal structures. First, a passenger waiting area requiring curbs, gutters, sidewalks, shelters, and other amenities. Secondly, paving for bus circulation, a park n' ride lot, and general access and egress to station.

**Brief Description of River or Stream and Type of Involvement, if any:**

The project site involves no rivers, streams, or wetlands. Drainage is currently provided by open ditches on the north and west perimeters of the project. Since this area will be paved, catch basins and a below grade drainage system will be constructed.

**Local City, County or COG priorities of project:**

The Eugene-Springfield Area 2000 Transportation Plan cites this project for construction prior to 1990. It is listed in the current T.I.P., and the Metropolitan Area Transportation Committee has allocated FAU funds to the project for FY 78-79.

**FHWA and/or OSHD approvals given, if any:**

**Location or Design Alternatives (identify and describe):**

Due to LTD's route structure and the available street network, the location of the Riviera Transit node is constrained to the immediate vicinity of River Road and Beltline. There is a shortage of inexpensive or undeveloped land in this area that is suitable for this project. Alternatives within the service parameters would require the condemnation of existing commercial properties. Exhibit B illustrates proposed bus routing to and from the Transit Station.

**Other Descriptive Information or Comments:**

The site is a 2.38 acre parcel that belongs to Lane County. Lane County and LTD have signed a lease which permits LTD to construct and operate a transit facility at this site. The lease is for a 20-year term, with an unqualified option to renew for an additional 10 years. A copy of the lease is attached. (See Exhibit C)

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

The intersection of River Road and Beltline is a major commercial node. The parcel of vacant land under consideration has no application as a park due to the noise level at the intersection. There is no standing water and there are no streams. The natural drainage flows from the Southwest to the Northeast. It is supplemented by a storm sewer that runs diagonally across the property in the same direction.

Existing vegetation is limited to uncultivated field grasses and to the following inventory of trees over 6" in diameter: three elms, three apples, three birch, one walnut, and six alder. All trees are located in the area that is proposed for a park-n'-ride lot. The elm trees are diseased and should be removed. The walnut, the largest tree on the property, is 24" in diameter and it would be conserved. Depending on the final park-n-ride layout, it will probably be possible to retain the birch, which are 9", 10" and 11" in diameter respectively. However, the alder and apple would have to be removed.

The soil scientist from the Environmental Management Department of Lane County has classified the soil of the site as Malabon and has indicated that the site has the requisite load bearing properties to support the proposed facility. (See Exhibit D for aerial photograph of parcel.)

#### 2. Cultural:

This vacant 2.38 parcel that is the proposed site for the Riviera Transit Station is zoned C-2. It is owned by Lane County and leased by Lane Transit District for a 20 year term with an option to extend for 10 years. The property directly south of the subject parcel is zoned C-2 and developed with Church's Restaurant and the Riviera Shopping Center. South and West of the parcel are Safeway and Bi-Mart Stores, located on C-2 zoned property. To the immediate west of the parcel is River Road and, two restaurants and the Silver Lea Shopping Center, all located in a C-2/SR zoning district. North of the parcel is Beltline; further north is a C-2/SR zoning district accommodating the Fred Meyer Shopping Center. Directly to the east of the parcel is a McDonald's Restaurant on C-2/SR zoned property.

Existing ADT for River Road, adjacent to the proposed site, is 20,000; existing ADT for River Ave. is 5,000. Congestion at peak times frequently results in level of service D or worse.

The principal noise source at the proposed station site is the traffic associated with the intersection of a 4 lane arterial and 4 lane freeway, with affiliated acceleration lanes for on and off ramps. The incremental noise impact of operating a transit station at this site will be negligible.

Regarding air quality, the Lane Regional Air Pollution Authority (LRAPA) stationed their mobile air sampling unit at the site for a two week period in September, 1976. They collected data on carbon monoxide and photochemical oxidants. At no time did the CO level exceed 8.4 mglm$^3$ (alert level is 40 mglm$^3$). They also recorded low levels for photo chemical oxidants ($O_3$). See Exhibit E for a copy of the LRAPA report for further detail.

(See other side.)

2. CULTURAL continued:

The addition of the station will not increase the number of buses now operating in the vicinity of River Road and Beltline. Buses presently travel north and south on River Road, east on Silver Lane and River Avenue, and west on Division and Ruby. However, with the creation of a transit station, the routing on these buses would be modified so that all routes passing through the Beltline/River Road interchange would stop at the station, both inbound and outbound. These routing changes will make transfers easier, thereby increasing ridership and decreasing auto dependence. (See Exhibit B.)

The operation of park n' ride lot should not increase the number of vehicles operating in the intersection but it does imply that some of these will stop rather than pass through. The action of starting and stopping these vehicles will have a negative impact on air quality at the station, but this effect should be offset by an overall contribution to the air quality of the River Road corridor.

## B. Preliminary Assessment of Environmental Impacts:

### 1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way acquisition required.

### 2. Estimated Impact on Traffic Patterns:

The development of transit stations encourages ridership by facilitating transfers between routes. Increased transit ridership in the River Road corridor can help alleviate the extreme congestion that is now experienced. (See other side.)

#### Consequences--Air Quality, Noise, Safety, etc.:

Due to the proximity of the Beltline ramps, this project will have negligible impact on the air quality or noise characteristics of this area. Safety consideration regarding bus turning movements have been incorporated in the clockwise circulation pattern through the station. See Cultural Section for detail.

### 3. Estimated Impact on Land Use:

The project will preclude commercial development of this parcel.

#### Consequences:

The existing commercial development is adequate to serve the adjacent areas. Excepting the project site, all commercial parcels in the immediate vicinity of River Road and Beltline have been developed.

### 4. Expected Impact on Natural Ecological Resources:

No significant natural species have been observed. Furthermore, prior disturbance of soils due to the construction of Beltline indicates that no substantial paleontological or archeological remains are present on the site.

#### Consequences:

None

### 5. Expected Impact on Cultural and Scenic Resources:

No negative impact on the cultural or scenic resources of the area are projected. Furthermore, the transit station should have the positive impact of improving pedestrian access in this area.

#### Consequences:

Presently, the intersection of River Road and Beltline is a relatively hostile environment for pedestrians and bicyclists. Travel by these modes between Fred Meyer and the shopping areas south of Beltline is hazardous. The transit station, coupled with a program of improvements scheduled for River Road, should improve access between these areas and should foster a safer environment for pedestrians and bicyclists.

## 2. ESTIMATED IMPACT ON TRAFFIC PATTERNS continued:

Two access points will be provided. Northbound buses on River Road will pull through the intersection into bays on the west side of the station. All other buses will access the east side of the station from an entrance off the eastbound Beltline ramp. This second access point takes advantage of the signal at Beltline.. It also allows buses to exit the street system at a moderate speed, minimizing both delay and the probability of rear-end accidents.

Station egress will occur at two points: northbound buses on River Road will merge back into the right northbound travel lane; all other buses will enter back onto the street by turning either right or left onto River Avenue.

River Avenue will provide the only access to or egress from the park n' ride lot.

With this proposed circulation pattern, all left ~~run~~ turn movements involving River Road and the transit station will occur at a signalized intersection. This design feature reduces schedule delay and promotes the smooth operation of the intersection. It should be emphasized that this design is dependent upon Lane County's Plans to eliminate the free right hand turn onto the eastbound ramp. If this free movement is not eliminated, alternative station access points can be developed. However, these alternative will result in conflicting left hand turn movements for buses across River Road.

6. Preliminary Identification of Areas of Critical Concern:

No critical areas of concern have been identified.

7. Potential for Controversial Issues:

No potential for controversial issues has been identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Eugene-Springfield is an Air Quality Maintenance Area. The Lane Council of Goverments is the lead agency in developing a transportation control plan for carbon monoxide and (See other side)

b. Noise Standards

N/A

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

This parcel is currently vacant. It was formerly under the jurisdiction of Lane County, but it has recently been annexed by the City of Eugene. At Lane Transit District's request, the parcel has been rezoned to C-2 to accommodate the proposed Riviera Transit Station.

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _x_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1  ____ 2  _x_ 3  ____ 4

### CLEAN AIR IMPLEMENTATION PLANS continued:

photochemical oxidants. It is currently conducting an air quality analysis which will result in a State Improvement Plan (S.I.P.) revision. The consistency of this project with the S.I.P. is indeterminate at this time. However, expanded mass transit and park n' ride have both been identified as potential control strategies. Given the nature of this project, a positive air quality impact is projected and a favorable consistency determiniation can be expected once the revised S.I.P. is complete.

11/19/78

# FEDERAL AID PROJECT REQUEST

Date 8/23/78

Applicant Agency Lane County

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU # Route Name River Road

Project Name Riviera Transit Station

Project Length N/A Project Location (Attach sketch map)

Project Description This project would create a transit node at River Road and River Avenue to permit better coordination of the routes and schedules serving the River Road/Santa Clara areas. The station would provide six bus bays, passenger shelters and amenities, bus holding areas, and a park n' ride lot.

Average Daily Traffic River Road 20,000 Design Speed Not Applicable

River Avenue 5,000

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way: Lane Transit District has leased a 2.38 acre parcel from Lane County to construct and operate a transit station at River Road and River Avenue. The property is currently under public ownership and under the lease agreement, it will remain public.

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Two phase Semi-actuated controller at River Road and River Avenue.

2. **Proposed Signalization:** Proposed by Lane County as part of a separate rebuild project for River Road which will be coordinated with the development of Riviera Transit Station

Location River Road and River Avenue

Type fully actuated

Phases two phase

Type of Suspension mast arms

Interconnected Yes

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Signing necessary for directing buses and other traffic within station shall be included in the project.

4. **Permanent Striping:**

Include in project or by applicant? Striping for Lane designation and parking layout shall be included in the project.

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

No illumination presently exists on the parcel.

2. **Proposed Illumination:**

Location Lighting shall be provided at both the park n' ride lot and the passenger waiting area.

Type To be determined during preliminary engineering phase.

Remarks Lighting in park n' ride lot is necessary for security of both property and persons. Station lighting is necessary for patrons security, for bus identification, anf for use of information/schedule displays.

## V. STRUCTURE DATA

1. **Existing Structure:**

Location

Type Shoulder Width

Approach Roadway Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location The passenger island and associated paving is as per attached drawing.

Approximate Size: Length N/A Width N/A

The exact design for the passenger shelter/shelters and other amenities will be developed during the preliminary engineering phase by an architect.

Are sidewalk/bikeways desired: Sidewalks and pedestrian access to the station shall be provided. Bicycle parking shall be developed to encourage multi-modal trips.

Are any utilities to be attached to structure? Electrical power shall be necessary for station lighting. Water and sanitation services for drinking fountains and public restrooms shall be provided.

Are provisions for illumination desired? Station lighting shall supplement existing street illumination.

Are there any unusual or complicating conditions? No

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered? No

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement
2. Environmental
3. Public Hearing

David Rynerson, Department of Planning and
Development, Lane Transit District, Eugene,
Oregon (503) 687-5581

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant__________ State__________ Consultant____X____

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No____X____

If "yes," describe briefly:________________________________________

4. Applicant's estimate of cost for requested project:

****
See 4A Below.

| | |
|---|---|
| Roadway Work | $ |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other____________________ | |
| Preliminary engineering | |
| PROJECT TOTAL | $ |

Remarks Regarding FAU funds, eligible public agencies in the Eugene/Springfield area have agreed that these funds shall not be spent for preliminary engineering. LTD will fund the P.E. for the Riviera Transit Station with a Section 3 grant from UMTA. 2. It has further been agreed that local agencies will use a 22/78 matching formula when applying for FAU funds.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF____________________ and/or XX LANE COUNTY

By____________________ By Al Driver

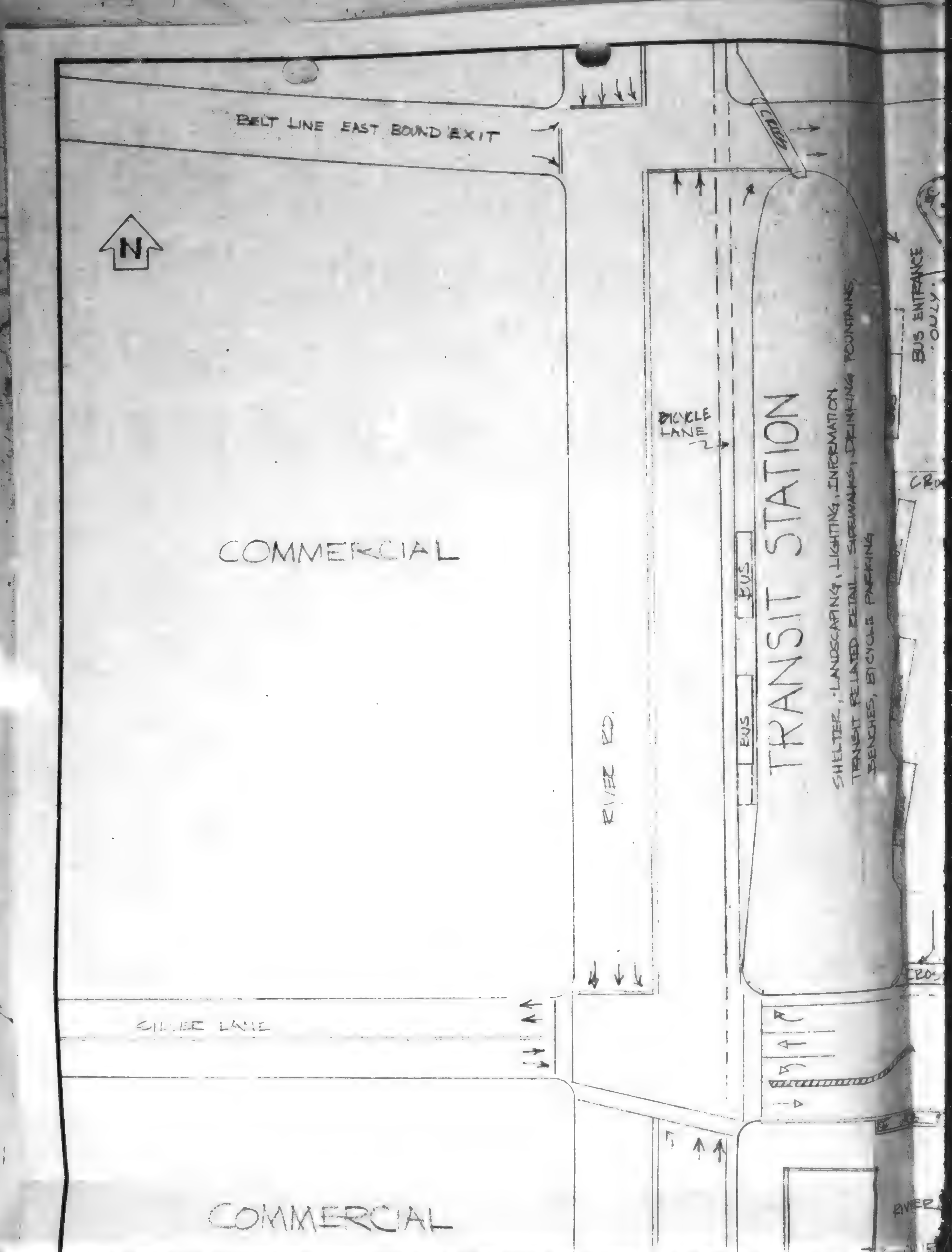
By____________________ XXX Al Driver, Director

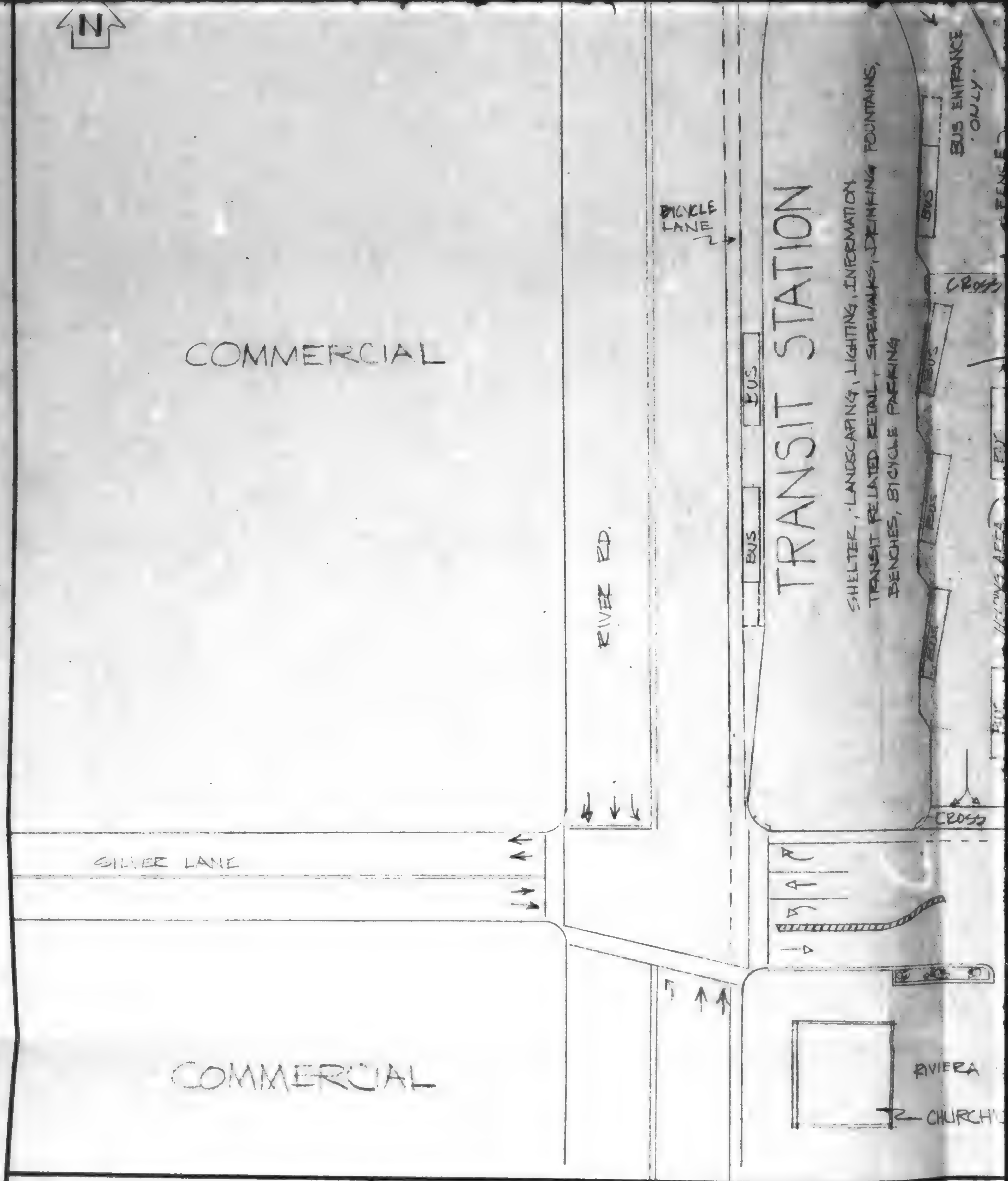
XXX Lane Co. Dept. of Public Works

****4A.

| | |
|---|---|
| Park n' Ride Lot (Grading, paving, drainage) | $ 28,000 |
| Bus turnaround (Grading, paving bus lanes, curbs, gutters, sidewalks) | 53,000 |
| Utilities (Lighting, water, sewer) | 15,000 |
| Landscape | 11,000 |
| Buildings (Shelters, benches, information system, restrooms) | 78,000 |
| Right-of-Way | -0- |
| Traffic control | -0- |
| Railroad | -0- |
| | $185,000 |

EXHIBIT A - Preliminary Site Plan for
Riviera Transit Station

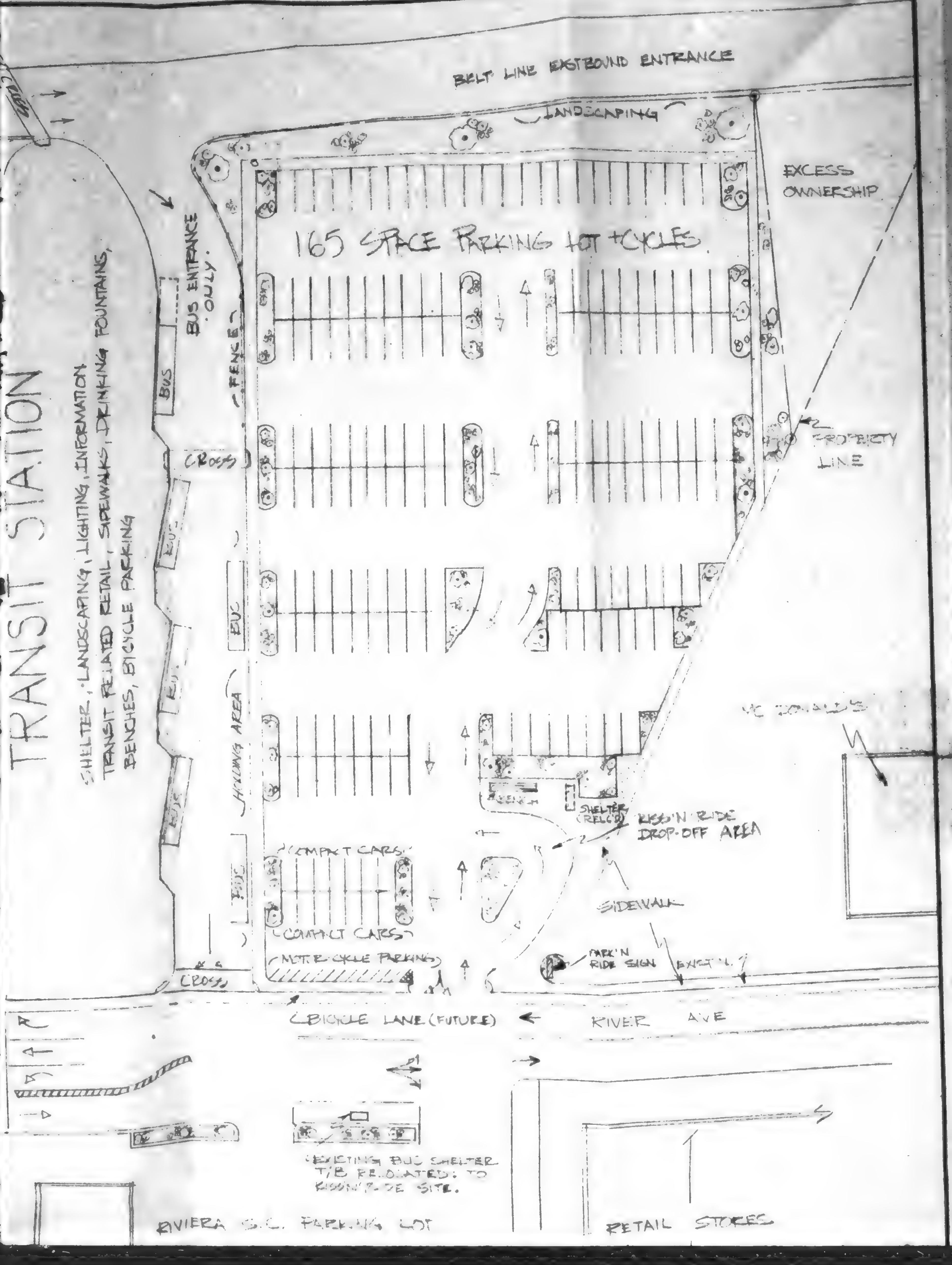

BELT LINE EAST BOUND EXIT
N
COMMERCIAL
BICYCLE LANE
BUS
BUS
RIVER RD
TRANSIT STATION
SHELTER, LANDSCAPING, LIGHTING, INFORMATION
TRANSIT RELATED RETAIL, SIDEWALKS, DRINKING FOUNTAINS,
BENCHES, BICYCLE PARKING
BUS ENTRANCE ONLY
CRO
CRO
SILVER LANE
COMMERCIAL
RIVER

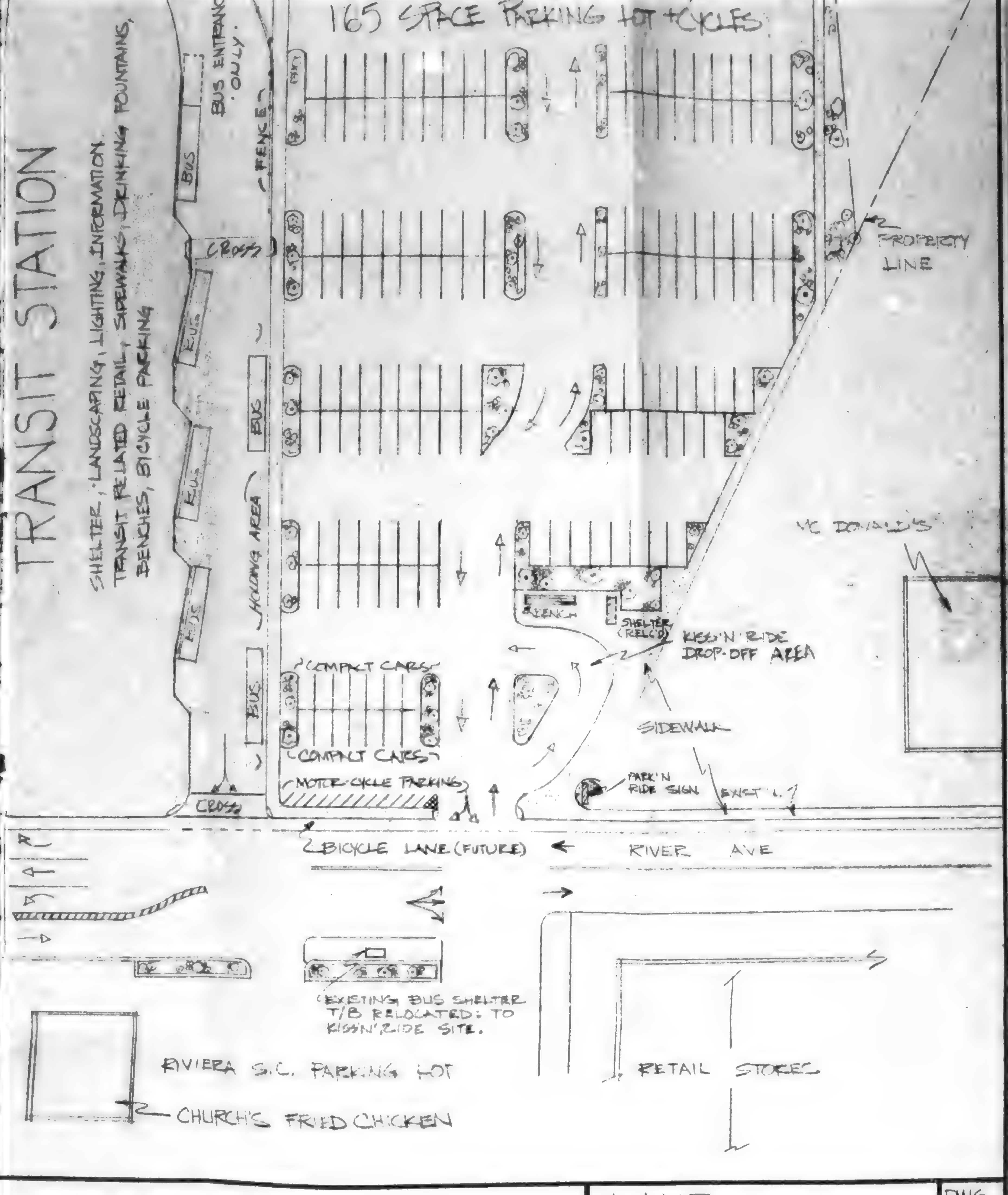

N
COMMERCIAL
BICYCLE LANE
TRANSIT STATION
SHELTER, LANDSCAPING, LIGHTING, INFORMATION,
TRANSIT RELATED RETAIL, SIDEWALKS, DRINKING FOUNTAINS,
BENCHES, BICYCLE PARKING
BUS ENTRANCE ONLY
FENCE
BUS
BUS
BUS
BUS
BUS
BUS
BUS
BUS
CROSS
CROSS
HOLDING AREA
RIVER RD.
SILVER LANE
COMMERCIAL
RIVIERA
CHURCH

DRAWN:
2ND, JAN. 1979
GROGE

SCALE:
1" = 50'

PRELIMINARY SITE PLAN
RIVIERA TRANSIT STATIO

BELT LINE EASTBOUND ENTRANCE
LANDSCAPING
EXCESS OWNERSHIP
165 SPACE PARKING LOT + CYCLES
BUS ENTRANCE ONLY
FENCE
BUS
CROSS
BUS
BUS
BUS
BUS
BUS
HOLDING AREA
TRANSIT STATION
SHELTER, LANDSCAPING, LIGHTING, INFORMATION, TRANSIT RELATED RETAIL, SIDEWALKS, DRINKING FOUNTAINS, BENCHES, BICYCLE PARKING
PROPERTY LINE
MC DONALD'S
BENCH
SHELTER (RELC'D)
KISS'N RIDE DROP-OFF AREA
COMPACT CARS
COMPACT CARS
SIDEWALK
MOTORCYCLE PARKING
PARK'N RIDE SIGN
EXIST'G
CROSS
BICYCLE LANE (FUTURE)
RIVER AVE
EXISTING BUS SHELTER T/B RELOCATED TO KISS'N RIDE SITE.
RIVIERA S.C. PARKING LOT
RETAIL STORES

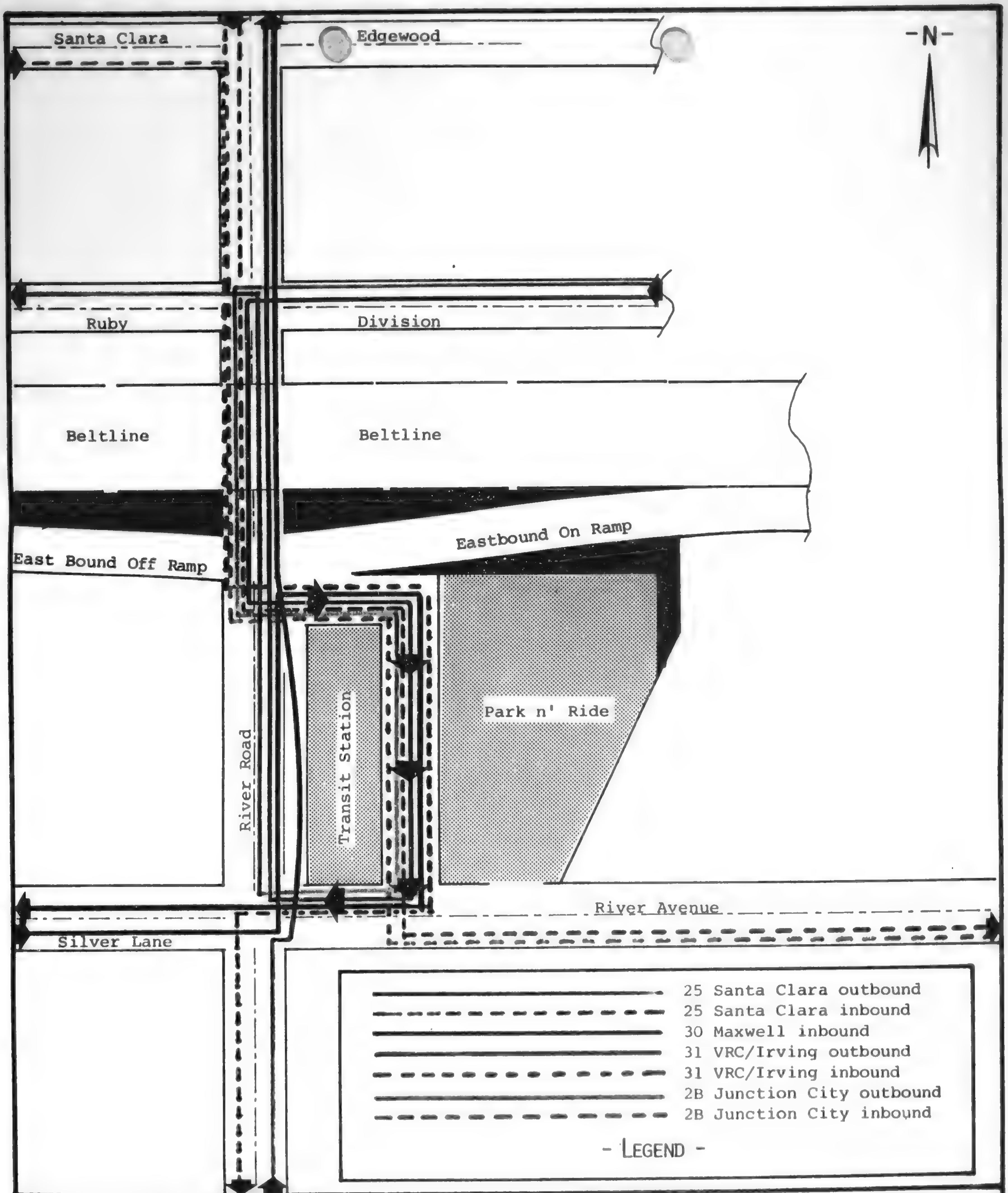

165 SPACE PARKING LOT + CYCLES
TRANSIT STATION
SHELTER, LANDSCAPING, LIGHTING, INFORMATION, TRANSIT RELATED RETAIL, SIDEWALKS, DRINKING FOUNTAINS, BENCHES, BICYCLE PARKING
BUS ENTRANCE ONLY
FENCE
BUS
CROSS
BUS
BUS
BUS
BUS
BUS
HOLDING AREA
BUS
CROSS
PROPERTY LINE
MC DONALD'S
BENCH
SHELTER (RELO'D)
KISS'N RIDE DROP-OFF AREA
COMPACT CARS
COMPACT CARS
SIDEWALK
MOTOR-CYCLE PARKING
PARK'N RIDE SIGN
EXIST. L.
BICYCLE LANE (FUTURE)
RIVER AVE
EXISTING BUS SHELTER T/B RELOCATED: TO KISS'N'RIDE SITE.
RIVIERA S.C. PARKING LOT
CHURCH'S FRIED CHICKEN
RETAIL STORES

SITE PLAN FOR:
TRANSIT STATION.

LANE
TRANSIT
PLANNING

DWG.
CK'D
&
APP'D.
(3RD REV)

EXHIBIT B - Proposed Bus Routing


-N-
Santa Clara
Edgewood
Ruby
Division
Beltline
Beltline
East Bound Off Ramp
Eastbound On Ramp
River Road
Transit Station
Park n' Ride
River Avenue
Silver Lane
25 Santa Clara outbound
25 Santa Clara inbound
30 Maxwell inbound
31 VRC/Irving outbound
31 VRC/Irving inbound
2B Junction City outbound
2B Junction City inbound
- LEGEND -

PROPOSED BUS ROUTING FOR RIVIERA TRANSIT STATION

EXHIBIT C - Lease Agreement Between Lane County and Lane Transit District

# LEASE

THIS AGREEMENT made and entered into this 29TH day of September, 1977, by and between LANE COUNTY, a political subdivision of the State of Oregon, hereinafter referred to as COUNTY, and the LANE COUNTY MASS TRANSIT DISTRICT, a municipal corporation, hereinafter referred to as DISTRICT.

## AGREEMENTS:

1. LEASE. For and in consideration of the covenants, agreements and stipulations herein contained on the part of DISTRICT to be kept and faithfully performed by DISTRICT, COUNTY does hereby lease to DISTRICT and the DISTRICT does hereby hire from the COUNTY, the real property described in Exhibit "A" which is attached hereto and incorporated herein by reference, subject to the terms and conditions herein, including all improvements thereon.

2. TERM. The term of this lease shall be for a period of twenty (20) years from the date of execution by the parties, unless sooner terminated by law or mutual agreement of the parties. So long as improvements exist on the real property described herein and such improvements are used for transportation purposes by DISTRICT, DISTRICT shall have the unqualified option to extend this agreement and lease for one additional ten (10) year period. DISTRICT shall exercise such option in

writing to COUNTY at least thirty (30) days prior to the end of the initial term. Subsequent extensions shall be negotiated to the satisfaction of both parties.

3. USE OF PREMISES. The real property covered by this agreement, together with all improvements to be placed or constructed thereon as hereinafter provided, shall be used for Mass Transit purposes, including a transfer facility, bus and automobile parking.

4. RENTAL. DISTRICT shall pay COUNTY as rent for the use of the described property during the term of this lease the sum of One Hundred and no/100 Dollars ($100.00) per year, with the first payment due upon the execution of this agreement and a like sum of One Hundred and no/100 Dollars ($100.00) on the first day of January of each year during the term of this lease. In addition, the following additional sums shall be due as rent on January 1 of the year following their accrual:

a. If paid by COUNTY, all taxes, assessments, levies and other charges, general and special, ordinary and extraordinary, of whatever name, nature and kind, which may be during the term of this agreement levied, assessed, imposed and charged upon the described land and all improvements to be placed upon the described land, and all personal property taxes upon any personal property which may be placed or located upon the described premises by any lawful agency, promptly and before any such taxes, assessments, levies and other charges become delinquent.

b. Any insurance premium paid by COUNTY under the terms of this agreement.

5. TERMINATION. COUNTY shall have the right to terminate this lease if and at such time as said real property is not being used for Mass Transit purposes.

6. IMPROVEMENTS. Should this lease be terminated by COUNTY pursuant to Paragraph 5 above, DISTRICT agrees that all buildings and improvements located on the premises shall become the sole property of the COUNTY; provided, however, that if DISTRICT finds that the premises are no longer suitable as a location for the facility and desires to move the buildings to another location, DISTRICT shall be entitled to do so, but shall promptly restore the land to substantially the condition thereof at the date of this lease. The parties recognize that the disposition of buildings and improvements financed by the United States of America and by the State of Oregon or either of them is subject to the rights of the United States of America and the State of Oregon, respectively, in and to said buildings and improvements if and when they are no longer used for Mass Transit purposes.

7. ASSIGNMENT AND SUBLEASE. DISTRICT shall have no right or power to assign this lease nor to underlet any portion of the demised premises nor to grant any licenses for the use thereof without the written consent of COUNTY. COUNTY agrees not to withhold such consent unreasonably. However, any legal successor to DISTRICT, which is a public service body, shall have the unqualified option to continue this agreement in full as if it had been assigned by DISTRICT. Such option shall be exercised in writing within sixty (60) days after such successor has authority to so elect.

8. HOLD HARMLESS. DISTRICT agrees to defend, indemnify and hold COUNTY harmless from and against all claims and demands for loss or damage arising out of or in any way connected with the DISTRICT'S use and occupancy, including construction, of the above described premises.

9. INSURANCE ON BUILDINGS AND IMPROVEMENTS. DISTRICT covenants that it will, at all times, at its own expense, keep all buildings and improvements, whether partially or wholly constructed or erected, situated on said demised premises, insured against loss or damage from insurable risks as covered by a standard fire insurance policy with an extended coverage endorsement, in an amount not less than the replacement cost insurable value of said buildings and improvements. All such insurance policies shall be placed in

solvent, incorporated insurance companies licensed to do business in the State of Oregon. DISTRICT covenants that it will not do or permit to be done in, to, or about the demised premises, any act or thing which will invalidate any insurance; and further, DISTRICT will not permit any building or improvement at any time to be put, kept or maintained on said premises in such condition or so occupied that the same will not be insurable. DISTRICT further covenants that it will carry such insurance in the name of COUNTY and DISTRICT as their interests may appear. Insurance proceeds shall be paid to DISTRICT unless and to the extent that COUNTY was owner of the lost or damaged buildings or improvements at the time of the loss or damage under the provisions of Paragraph 5 of this lease. DISTRICT further agrees to provide COUNTY with certificates of insurance issued by the insurance carrier showing the coverages required by this agreement. Each such certificate shall bear an endorsement or statement waiving right of cancellation or reduction in coverage without thirty (30) days notice in writing delivered by registered mail to COUNTY. If the DISTRICT rebuilds following loss or damage of buildings or improvements, it shall obtain COUNTY'S approval as provided in Paragraph 15, which approval shall not be unreasonably withheld by COUNTY.

10. LIABILITY INSURANCE. DISTRICT will, during the entire term of this lease, provide and keep in force general public liability insurance protecting COUNTY and DISTRICT against any and all claims for bodily injury, death or property damage occurring from DISTRICT'S activities upon or about said demised premises in an amount not less than $300,000.00 per occurrence. DISTRICT agrees to provide a certificate of insurance in the same manner as required by Paragraph 9 above for the full term of this agreement.

11. INCREASE IN LIABILITY. DISTRICT agrees to seriously consider any reasonable request of COUNTY for an increase or change in the limits or terms specified in Paragraph 9 and 10 herein as may be required.

12. WAIVER OF SUBROGATION. The parties shall obtain from their respective insurance carriers waivers of subrogation against the other party, agents and employees. Neither party shall be liable to the other for any loss or damage caused by fire or any other risks enumerated in a standard fire insurance policy with an extended coverage endorsement.

13. REPAIRS. DISTRICT shall be required to make all repairs, maintenance and improvements in or to any portion of the property the subject of this lease, all of which property shall be kept in good order, repair and condition by DISTRICT throughout the term of this lease or any extension hereof.

14. SERVICES. DISTRICT shall furnish and pay for all public utilities, including electric power, lights, water, heat, sewer services and street improvements used in connection with the demised premises.

15. DESIGN. DISTRICT agrees that COUNTY must approve all building designs, including location on site, ingress and egress traffic patterns and any improvements placed on site at a later date. COUNTY shall not unreasonably withhold such approval.

16. ATTORNEY'S FEES. In the event of any action, suit or proceeding and any appeal therefrom is instituted on this lease and intergovernmental agreement, the prevailing party shall be entitled to, in addition to the costs and disbursements provided by law, such sum as the court may adjudge reasonable as an attorney's fee in said suit, action or proceeding.

17. NOTICES. Unless otherwise notified in writing, all notices to be given to DISTRICT may be given personally to DISTRICT'S General Manager or by depositing the same in the United States mail at the latest address of the General Manager; and unless otherwise notified in writing, all notices to be given to COUNTY shall be given in writing personally or by depositing in the United States mail, addressed to COUNTY at General Services, Real Estate Division, Lane County Offices, Eugene, Oregon.

18. QUIET ENJOYMENT. COUNTY covenants and agrees that the DISTRICT paying the rental in the manner herein specified and performing the terms, covenants and agreements herein contained on their part to be kept and performed, shall and may peaceably and quietly have, hold and enjoy the demised premises for the term aforesaid.

IN WITNESS WHEREOF, the parties have executed this agreement the day and year first above written.

LANE COUNTY MASS TRANSIT DISTRICT

By Fred C. Dyer
General Manager

BOARD OF COUNTY COMMISSIONERS
LANE COUNTY, OREGON

Archie Weinstein
Commissioner

Gerald H. Rust, Jr.
Commissioner

Robert E. Wood
Commissioner

APPROVED AS TO FORM
DATE 8/29/77 lane county
Larry Shaw
OFFICE OF LEGAL COUNSEL

# DESCRIPTION

A parcel of land lying in the Northwest one-quarter (NW 1/4) of Section 13 and the Northeast one-quarter (NE 1/4) of Section 14, Township 17 South, Range 4 West, Willamette Meridian and being a portion of the tracts of land conveyed to Lane County by those certain deeds recorded on June 1, 1961, on Reel 173, Recorder's Reception No. 33774, and on November 21, 1961, on Reel 183, Recorder's Reception No. 50961, and on May 24, 1961, on Reel 173, Recorder's Reception No. 33071, Lane County Oregon Deed Records, said parcel being described as follows:

Beginning at a point on the Southerly right of way of County Road No. 1353, known as Beltline Road, as said road was surveyed in 1964, opposite and 95 feet distant Southerly of Engineers' Centerline Station $L^3$ 128+05.00, said point also being 2371.57 feet South and 1466.10 feet West of the South Southwest (SSW) corner of the L. Poindexter Donation Land Claim No. 52 in Section 12, Township 17 South, Range 4 West, Willamette Meridian; run thence along said Southerly right of way South 53° 53' 15" West 102.16 feet; thence continuing along said Southerly right of way South 38° 58' 37" West 115.43 feet; to the True Point of Beginning; run thence South 19° 10' 08" West 240.36 feet; thence South 82° 42' 13" West 237.52 feet; thence North 07° 10' 02" East 21.83 feet; thence North 12° 13' 47" West 106.02 feet; thence North 04° 01' 07" West 108.13 feet; thence North 12° 26' 26" East 52.04 feet; thence North 58° 06' 50" East 71.16 feet; thence North 81° 23' 11" East 171.10 feet; thence North 76° 07' 20" East 76.47 feet; thence South 13° 52' 40" East 111.59 feet to the True Point of Beginning in Lane County, Oregon.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

Exhibit A

EXHIBIT D - Aerial Photograph of Project Site

EXHIBIT E - Air Quality Report Prepared by
Lane Regional Air Pollution Authority

## MOBILE SAMPLING VAN -- Report II 11/18/76

On Friday, September 3, 1976, the mobile air sampling van was installed in the open field adjacent to McDonalds Restaurant at River Road and Beltline in Eugene. It was located directly south of the overpass and major intersection.

The van was run at this location for a period of two weeks collecting valuable data on carbon monoxide and photochemical oxidants. Due to the heavy traffic in the area, a potential for high vehicular generated air pollutants exists.

The attached table presents the peak hourly averages for CO and $O^3$. At no time did the CO level exceed 8.4 mg/m$^3$ (the alert level is 40.0 mg/m$^3$ ). In fact, the hourly levels were quite low throughout the period. This was true also at the 11th and Willamette CAM station.

This period of the year has a potential for high photochemical oxidant ($O_3$) levels. Although the level did get up to 125 ug/m on September 10th, the levels were quite low throughout the rest of the period (the alert level is 200 ug/m$^3$). The South Eugene CAM Station also had a peak on September 10th which was 108 ug/m$^3$. It also recorded low levels throughout the rest of the period.

Although no violations were recorded the information is valuable. It was demonstrated that the River Road and Beltline area does not have a continuing air quality problem, and levels were comparable to those recorded at the CAM stations.

Subsequent to this site the van was installed at the Mohawk and I-5 Interchange. Once this data is digitized a summary report will be generated.

## Peak Hourly Averages MSV--RR & B

1976

| Date | Peak CO Hour | Peak CO mg/$m^3$ | Peak $O_3$ Hour | Peak $O_3$ ug/$m^3$ |
|---|---|---|---|---|
| 9/4 | 1 | 3.3 | 14 | 60 |
| 9/5 | 14,16,17,18 | 2.0 | -- | -- |
| 9/6 | 19 | 2.0 | -- | -- |
| 9/7 | 22 | 2.6 | 17 | 50 |
| 9/8 | 8 | 4.3 | 18 | 55 |
| 9/9 | 21 | 8.4 | 16 | 64 |
| 9/10 | 8 | 5.3 | 15 | 125 |
| 9/11 | 16 | 3.7 | 5 | 64 |
| 9/12 | 20 | 4.2 | 12 | 51 |
| 9/13 | 15,16,23 | 2.6 | 15 | 43 |
| 9/14 | 21 | 3.1 | 15 | 24 |
| 9/15 | 22 | 2.7 | 17 | 53 |
| 9/16 | 17 | 4.7 | 14 | 18 |

AIR QUALITY DATA REPORT 10/22/76
**********************

AGENCY: LANE REGIONAL APA    STATE: OREGON    CITY: 11+WILLAMETTE EUGENE    SITE: 2018052    YEAR: 19

DATA FORMAT: XXX.X    POLLUTANT: CARBON MONOXIDE (INI)    UNITS: M GM/M3 (25DEG)

HOUR
****

| DA | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01 | 3.0 | 2.5 | 2.5 | 2.0 | 2.0 | 2.0 | 3.0 | 4.5 | 6.5 | 5.0 | 4.5 | 4.5 | 4.0 | 2.5 | 3.0 | 2.5 | 2.5 | 3.0 | 1.0 | 1.5 | 1.5 |
| 02 | 0.5 | 1.5 | 1.0 | 0.5 | 0.5 | 0.5 | 1.5 | 5.0 | 5.0 | 4.5 | 2.5 | 3.0 | 3.5 | 3.0 | 3.0 | 3.5 | 3.5 | 3.0 | 1.5 | 2.5 | 3.5 |
| 0 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.5 | 4.5 | 4.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 | 3.5 | 3.5 | 3.5 | 3.5 | 2.0 | 2.5 | 4.0 |
| 04 | 5.0 | 3.5 | 3.5 | 3.0 | 3.5 | 2.0 | 2.5 | 3.5 | 4.0 | 3.5 | 4.0 | 3.5 | 3.5 | 3.0 | 2.5 | 2.5 | 3.0 | 2.5 | 2.0 | 2.0 | 2.0 |
| 05 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 |
| 06 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 07 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.5 | 3.5 | 3.5 | 2.5 | 2.5 | 2.0 | 1.5 | 1.5 | 1.5 | 2.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 08 | 0.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 2.5 | 3.5 | 2.5 | 3.0 | 2.0 | 2.5 | 3.0 | 3.0 | 2.0 | 2.5 | 3.0 | 2.0 | 2.0 | 2.0 |
| 09 | 2.0 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 3.5 | 4.0 | 3.5 | 3.0 | 3.0 | 3.0 | 2.5 | 2.0 | 2.5 | 3.0 | 3.5 | 3.0 | 4.0 | 4.0 |
| 10 | 2.5 | 2.0 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 3.0 | 4.0 | 4.0 | 4.0 | 3.5 | 4.5 | 4.5 | 4.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.0 | 4.0 |
| 11 | 3.0 | 2.0 | 2.0 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 1.5 | 1.5 | 0.5 | 0.5 |
| 12 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 3.0 |
| 13 | 1.5 | 1.5 | 1.0 | 1.0 | 0.5 | 1.0 | 1.5 | 3.5 | 3.5 | 2.5 | 3.0 | 2.5 | 3.0 | 2.0 | 1.5 | 2.0 | 2.5 | 2.5 | 1.5 | 1.0 | 1.5 |
| 14 | 1.0 | 1.0 | 1.0 | 0.5 | 0.5 | 1.0 | 1.5 | 2.5 | 2.5 | 2.0 | 2.5 | 2.5 | 4.0 | 3.0 | 2.5 | 2.0 | 2.5 | 2.0 | 1.0 | 0.5 | 1.0 |
| 15 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 2.5 | 2.0 | 2.0 | 2.5 | 3.0 | 2.5 | 2.5 | 3.0 | 3.0 | 3.5 | 3.5 | 2.5 | 3.0 | 2.5 |
| 16 | 3.0 | 2.5 | 3.0 | 3.0 | 3.5 | 3.0 | 4.0 | 4.5 | 6.5 | 7.0 | 4.0 | 3.5 | 5.0 | 2.0 | 2.5 | 5.0 | 4.0 | 2.0 | 1.5 | 1.5 | 1.0 |
| 17 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 3.0 | 3.0 | 3.0 | 3.5 | 4.5 | 4.5 | 3.0 | 4.5 | 4.0 | 5.0 | 5.0 | 2.5 | 2.0 | 1.5 |
| 18 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.5 | 1.0 | 1.0 | 1.5 | 2.5 | 2.5 | 2.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 |
| 1 | 5.0 | 4.5 | 3.5 | 2.5 | 2.5 | 2.0 | 2.0 | 2.5 | 3.5 | 4.5 | 4.5 | 3.5 | 3.5 | 3.5 | 3.0 | 2.0 | 2.0 | 1.0 | 1.5 | 1.0 | 1.0 |
| 20 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 1.0 | 1.5 | 4.0 | 3.0 | 3.5 | 4.0 | 4.0 | 4.0 | 3.5 | 3.0 | 2.5 | 3.0 | 3.0 | 1.0 | 1.0 | 1.0 |
| 21 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.5 | 2.5 | 2.5 | 3.0 | 3.0 | 3.0 | 3.5 | 3.0 | 4.0 | 4.0 | 4.0 | 5.0 | 5.5 | 2.0 | 2.5 | 2.0 |
| 22 | 2.0 | 2.0 | 1.5 | 1.5 | 2.0 | 2.5 | 1.5 | 2.5 | 4.0 | 3.0 | 3.0 | 3.5 | 3.5 | 5.0 | 5.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 2.0 |
| 23 | 2.0 | 1.5 | 1.5 | 1.5 | 1.5 | 2.5 | 3.0 | 4.5 | 6.5 | 7.0 | 7.5 | 7.5 | 6.5 | 5.0 | 4.0 | 3.5 | 3.5 | 3.0 | 2.5 | 1.5 | 1.5 |
| 24 | 2.5 | 2.5 | 3.0 | 2.5 | 2.0 | 2.5 | 2.5 | 5.0 | 7.5 | 9.0 | 7.0 | 5.0 | 5.0 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 6.5 | 6.5 | 6.5 |
| 25 | 7.0 | 6.0 | 5.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 5.0 | 6.0 | 5.5 | 6.0 | 5.5 | 6.0 | 5.5 | 5.0 | 5.0 | 4.5 | 4.5 | 6.0 | 6.5 |
| 26 | 5.0 | 4.0 | 2.5 | 1.5 | 2.0 | 2.0 | 2.5 | 3.0 | 3.0 | 4.0 | 4.5 | 4.0 | 4.0 | 3.5 | 4.0 | 4.0 | 4.5 | 5.0 | 5.0 | 3.0 | 1.0 |
| 27 | 0.9 | 1.1 | 1.5 | 1.1 | 1.2 | 1.6 | 1.8 | 2.0 | 2.8 | 3.4 | 4.2 |  | 2.6 | 1.2 | 1.1 | 1.1 | 1.1 | 1.2 | 1.4 | 1.1 | 1.1 |
| 28 | 1.1 | 1.5 | 1.9 | 1.6 | 1.6 | 1.7 | 2.6 | 2.7 | 2.0 | 2.2 | 2.6 | 2.5 | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 | 2.0 | 2.0 | 2.3 | 2.4 |
| 29 | 3.8 | 4.1 | 3.0 | 2.8 | 2.6 | 2.5 | 2.9 | 3.0 | 2.8 | 4.4 | 4.2 | 3.2 | 2.9 | 2.7 | 2.4 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 1.9 |
| 30 | 2.0 | 2.0 | 2.1 | 2.0 | 2.5 | 2.5 | 1.9 | 2.5 | 3.0 | 2.2 | 2.0 | 2.4 | 2.8 | 2.6 | 2.9 | 2.8 | 2.6 | 2.6 | 3.0 | 2.9 | 3.8 |
| N | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 29 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| MN | 2.0 | 1.8 | 1.7 | 1.4 | 1.5 | 1.6 | 1.9 | 2.9 | 3.4 | 3.4 | 3.4 | 3.2 | 3.2 | 2.9 | 2.8 | 2.7 | 2.9 | 2.8 | 2.2 | [illegible] | 2.6 |

AIR QUALITY DATA REPORT 10/22/76
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APA STATE: OREGON CITY: 11+WILLAMETTE EUGENE SITE: 2018052 YEAR: 1976 MONTH: SEPTEMBER

POLLUTANT: CARBON MONOXIDE (INI) UNITS: M GM/M3 (25DEG)

HOUR
****

| 3 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | N | MEAN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| .0 | 2.0 | 2.0 | 3.0 | 4.5 | 6.5 | 5.0 | 4.5 | 4.5 | 4.0 | 2.5 | 3.0 | 2.5 | 2.5 | 3.0 | 1.0 | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | 24 | 2.8 |
| .5 | 0.5 | 0.5 | 1.5 | 5.0 | 5.0 | 4.5 | 2.5 | 3.0 | 3.5 | 3.0 | 3.0 | 3.5 | 3.5 | 3.0 | 1.5 | 2.5 | 3.5 | 4.0 | 2.5 | 2.0 | 24 | 2.6 |
| .5 | 0.5 | 1.0 | 1.5 | 4.5 | 4.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 | 3.5 | 3.5 | 3.5 | 3.5 | 2.0 | 2.5 | 4.0 | 6.5 | 6.0 | 8.0 | 24 | 3.2 |
| .0 | 3.5 | 2.0 | 2.5 | 3.5 | 4.0 | 3.5 | 4.0 | 3.5 | 3.5 | 3.0 | 2.5 | 2.5 | 3.0 | 2.5 | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 24 | 2.6 |
| .5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 24 | 0.6 |
| .5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 24 | 0.5 |
| .5 | 0.5 | 0.5 | 1.0 | 1.5 | 3.5 | 3.5 | 2.5 | 2.5 | 2.0 | 1.5 | 1.5 | 1.5 | 2.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 2.5 | 1.5 | 24 | 1.6 |
| .0 | 1.0 | 1.0 | 1.5 | 2.5 | 3.5 | 2.5 | 3.0 | 2.0 | 2.5 | 3.0 | 3.0 | 2.0 | 2.5 | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 24 | 2.1 |
| .0 | 1.0 | 1.0 | 1.0 | 3.5 | 4.0 | 3.5 | 3.0 | 3.0 | 3.0 | 2.5 | 2.0 | 2.5 | 3.0 | 3.5 | 3.0 | 4.0 | 4.0 | 4.5 | 4.5 | 3.0 | 24 | 2.7 |
| .5 | 1.5 | 1.5 | 1.5 | 3.0 | 4.0 | 4.0 | 4.0 | 3.5 | 4.5 | 4.5 | 4.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.0 | 4.0 | 2.5 | 3.0 | 3.0 | 24 | 3.0 |
| .5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 1.5 | 1.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 24 | 1.3 |
| .5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 3.0 | 2.5 | 1.5 | 1.5 | 24 | 1.0 |
| .0 | 0.5 | 1.0 | 1.5 | 3.5 | 3.5 | 2.5 | 3.0 | 2.5 | 3.0 | 2.0 | 1.5 | 2.0 | 2.5 | 2.5 | 1.5 | 1.0 | 1.5 | 1.0 | 1.0 | 1.0 | 24 | 1.8 |
| .5 | 0.5 | 1.0 | 1.5 | 2.5 | 2.5 | 2.0 | 2.5 | 2.5 | 4.0 | 3.0 | 2.5 | 2.0 | 2.5 | 2.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 0.5 | 24 | 1.6 |
| .5 | 0.5 | 0.5 | 1.0 | 2.5 | 2.0 | 2.0 | 2.5 | 3.0 | 2.5 | 2.5 | 3.0 | 3.0 | 3.5 | 3.5 | 2.5 | 3.0 | 2.5 | 4.0 | 3.0 | 3.0 | 24 | 2.2 |
| .0 | 3.5 | 3.0 | 4.0 | 4.5 | 6.5 | 7.0 | 4.0 | 3.5 | 5.0 | 2.0 | 2.5 | 5.0 | 4.0 | 2.0 | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | 1.5 | 24 | 3.2 |
| .0 | 1.0 | 1.0 | 1.0 | 3.0 | 3.0 | 3.0 | 3.5 | 4.5 | 4.5 | 3.0 | 4.5 | 4.0 | 5.0 | 5.0 | 2.5 | 2.0 | 1.5 | 1.5 | 1.5 | 1.0 | 24 | 2.5 |
| .5 | 0.5 | 1.0 | 1.5 | 1.0 | 1.0 | 1.5 | 2.5 | 2.5 | 2.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 2.0 | 3.0 | 4.5 | 5.5 | 24 | 1.7 |
| .5 | 2.5 | 2.0 | 2.0 | 2.5 | 3.5 | 4.5 | 4.5 | 3.5 | 3.5 | 3.5 | 3.0 | 2.0 | 2.0 | 1.0 | 1.5 | 1.0 | 1.0 | 0.5 | 0.5 | 1.0 | 24 | 2.5 |
| .0 | 2.0 | 1.0 | 1.5 | 4.0 | 3.0 | 3.5 | 4.0 | 4.0 | 4.0 | 3.5 | 3.0 | 2.5 | 3.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 24 | 2.2 |
| .0 | 2.0 | 2.5 | 2.5 | 2.5 | 3.0 | 3.0 | 3.0 | 3.5 | 3.0 | 4.0 | 4.0 | 4.0 | 5.0 | 5.5 | 2.0 | 2.5 | 2.0 | 1.5 | 1.5 | 1.5 | 24 | 2.6 |
| .5 | 2.0 | 2.5 | 1.5 | 2.5 | 4.0 | 3.0 | 3.0 | 3.5 | 3.5 | 5.0 | 5.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 2.0 | 1.5 | 2.0 | 2.5 | 24 | 2.8 |
| .5 | 1.5 | 2.5 | 3.0 | 4.5 | 6.5 | 7.0 | 7.5 | 7.5 | 6.5 | 5.0 | 4.0 | 3.5 | 3.5 | 3.0 | 2.5 | 1.5 | 1.5 | 3.5 | 3.0 | 3.5 | 24 | 3.6 |
| .5 | 2.0 | 2.5 | 2.5 | 5.0 | 7.5 | 9.0 | 7.0 | 5.0 | 5.0 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 6.5 | 6.5 | 6.5 | 8.0 | 8.5 | 8.0 | 24 | 5.5 |
| .5 | 4.5 | 4.0 | 4.5 | 4.5 | 5.0 | 6.0 | 5.5 | 6.0 | 5.5 | 6.0 | 5.5 | 5.0 | 5.0 | 4.5 | 4.5 | 6.0 | 6.5 | 6.5 | 6.0 | 6.0 | 24 | 5.4 |
| .5 | 2.0 | 2.0 | 2.5 | 3.0 | 3.0 | 4.0 | 4.5 | 4.0 | 4.0 | 3.5 | 4.0 | 4.0 | 4.5 | 5.0 | 5.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 24 | 3.1 |
| .1 | 1.2 | 1.6 | 1.8 | 2.0 | 2.8 | 3.4 | 4.2 |  | 2.6 | 1.2 | 1.1 | 1.1 | 1.1 | 1.2 | 1.4 | 1.1 | 1.1 | 1.3 | 1.4 | 1.3 | 23 | 1.6 |
| .6 | 1.6 | 1.7 | 2.6 | 2.7 | 2.0 | 2.2 | 2.6 | 2.5 | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 | 2.0 | 2.0 | 2.7 | 2.4 | 2.6 | 5.0 | 6.4 | 24 | 2.4 |
| .8 | 2.6 | 2.5 | 2.9 | 3.0 | 2.8 | 4.4 | 4.2 | 3.2 | 2.9 | 2.7 | 2.4 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 1.9 | 2.2 | 2.5 | 2.4 | 24 | 2.6 |
| .0 | 2.5 | 2.5 | 1.9 | 2.5 | 3.0 | 2.2 | 2.0 | 2.4 | 2.8 | 2.6 | 2.9 | 2.8 | 2.6 | 2.6 | 3.0 | 2.9 | 3.8 | 3.6 | 3.0 | 3.1 | 24 | 2.7 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 0 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 29 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 719 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | 1.5 | 1.6 | 1.9 | 2.9 | 3.4 | 3.4 | 3.4 | 3.2 | 3.2 | 2.9 | 2.8 | 2.7 | 2.9 | 2.8 | 2.2 | [illegible] | 2.2 | 2.4 | 2.4 | 2.5 | 719 | 2.5 |

## CO LEVELS (mg/m$^3$)

## MOBILE VAN SITE

## RIVER ROAD AND BELTLINE

## SEPTEMBER, 1976 SAMPLING DAYS

## HOURLY READINGS

| HOUR: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DATE | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 3.3 | 1.8 | 1.4 | 1.2 | 1.2 | 1.2 | 1.4 | 1.7 | 1.7 | 1.7 | 2.4 | 2.0 | 2.0 | 2.6 | 1.9 | 2.3 | 2.1 | 1.8 | 2.0 | 1.9 | 2.3 | 2.0 | 2.2 | 1.7 |
| 5 | 1.6 | 1.7 | 1.4 | 1.6 | 0.5 | 1.1 | 1.1 | 1.4 | 1.4 | 1.6 | 1.7 | 1.7 | 1.8 | 2.0 | 1.9 | 1.9 | 2.0 | 2.0 | 1.1 | 1.5 | 1.0 | 1.1 | 1.2 | 1.2 |
| 6 | 1.3 | 0.5 | 1.1 | 0.5 | 1.2 | 0.5 | 1.2 | 1.2 | 1.2 | 1.4 | 1.4 | 1.7 | 1.6 | 1.8 | 1.6 | 1.4 | 1.4 | 1.7 | 2.0 | 1.8 | 1.4 | 1.2 | 0.5 | 1.2 |
| 7 | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 1.7 | 3.3 | 1.9 | 0.5 | --- | 1.2 | 1.1 | 1.2 | 1.2 | 1.4 | 1.6 | 1.1 | 1.1 | 1.4 | 1.7 | 2.6 | 1.6 | 2.1 |
| 8 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.2 | 2.3 | 4.3 | 1.5 | 0.5 | 0.5 | 1.3 | 1.1 | 0.5 | 1.0 | 1.2 | 1.2 | 1.2 | 1.2 | 1.1 | 0.5 | 0.5 | 0.5 | 0.5 |
| 9 | 0.5 | 1.9 | 0.5 | 0.5 | 0.5 | 1.3 | 5.3 | 4.2 | 4.7 | 0.5 | 0.5 | 0.5 | 0.5 | 1.2 | 2.0 | 1.9 | 2.8 | 2.6 | 4.0 | 7.8 | 8.4 | 6.2 | 2.4 | 0.5 |
| 10 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 2.0 | 1.2 | 5.3 | 1.7 | 1.6 | 2.1 | 2.4 | 3.1 | 2.7 | 2.4 | 2.3 | 2.4 | 3.3 | 3.6 | 2.8 | 2.7 | 2.3 | 2.0 | 2.0 |
| 11 | 2.2 | 1.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.1 | 1.2 | 1.2 | 1.8 | 2.6 | 2.8 | 3.4 | 2.7 | 3.3 | 3.7 | 3.5 | 3.0 | 3.5 | 3.0 | 1.6 | 1.6 | 1.9 | 2.2 |
| 12 | 1.2 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 | 1.4 | 1.9 | 1.6 | 1.8 | 1.7 | 1.7 | 1.8 | 2.2 | 1.9 | 2.2 | 2.1 | 2.4 | 2.4 | 4.2 | 3.9 | 2.6 | 1.9 | 1.9 |
| 13 | 1.4 | 1.1 | 1.1 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1.9 | 1.9 | 2.0 | 1.9 | 2.4 | 1.9 | 2.6 | 2.6 | 2.4 | 2.4 | 2.5 | 2.5 | 2.2 | 2.0 | 2.6 | 1.8 |
| 14 | 1.5 | 0.5 | 1.2 | 1.0 | 0.5 | 0.5 | 1.2 | 1.9 | 2.4 | 1.9 | 2.8 | 2.6 | 2.5 | 2.5 | 2.0 | 1.5 | 1.8 | 1.4 | 1.8 | 2.1 | 3.1 | 2.5 | 1.0 | 1.1 |
| 15 | 0.5 | 0.5 | 0.5 | 0.5 | 1.1 | 0.5 | 1.2 | 1.7 | 1.8 | 1.4 | 1.6 | 1.7 | 1.9 | 2.0 | 1.5 | 1.6 | 1.4 | 1.6 | 1.7 | 1.7 | 1.9 | 2.7 | 1.6 | 1.0 |
| 16 | 1.2 | 1.0 | 0.5 | 0.5 | 1.4 | 1.4 | 2.0 | 1.9 | 3.1 | 3.4 | 3.3 | 3.3 | 4.1 | 2.7 | 3.6 | 3.0 | 4.7 | 3.8 | 3.5 | 3.2 | 2.7 | 2.6 | 2.0 | 1.5 |

RJ/em

9358

LANE TRANSIT

ROBERT W. STRAUS
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6558 PRO 6

March 29, 1978

Mr. Oliver P. Snowden
Transportation Program Manager
Lane Council of Government
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Snowden:

The Oregon Transportation Commission resolved at their February 22, 1978, meeting held in Coos Bay that "no state trust funds shall be used in construction of park and ride stations or any other function not directly related to or benefiting highway users."

This office has been advised that an application is being prepared for the Riviera Transit Station (River Road and Beltline) to be funded by FAUS monies. This is to advise that due to the above commission action no state match funds can be expended towards this anticipated project.

This is contrary to the FAUS working agreement between the state and the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC). Both organizations have been apprised of the commission's action.

FAUS funds will, of course, continue to be available for projects selected by the Metropolitan Planning Organization. The normal match policy will continue to be in effect except in the case of park and ride stations.

By a copy of this letter I am advising the Lane Transit District of the commission action.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

ROSEBURG REGION
RECEIVED
MAR 30 1978

| | | | | |
|---|---|---|---|---|
| RE | [illegible] | RCE | ROE | [illegible] |
| RUE | DES | RSR | FILE | |
| [illegible] | [illegible] | RBI | | |

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Anhorn
Dave Rynerson

9358

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

672-6658 PRO 6

12-1-77
~~November 29, 1977~~

Mr. Dave Rynerson
Director of Planning and Develpment
Lane Transit District
P.O. Box 2710
Eugene, OR 97402

Dear Mr. Rynerson:

This will acknowledge your letter of October 4, 1977, pertaining to your proposed FAUS Riviera Transit Station project in Lane County at the intersection of River Road and Beltline Road.

We have delayed responding to your proposal while asking our legal staff for an opinion concerning the lease arrangement as well as the question of expending dedicated highway funds in the match.

The response we received is that there is nothing to prevent expending FAUS funds under a lease arrangement. The time allowed in the lease and the renewal options will depend on the life expectancy of the components of the design. Thus the details of the design will have to be reviewed to determine the terms of the lease that would be acceptable. You may wish to address this aspect in both your application and project assessment required. Attached are copies of the proper current forms.

In the other matter, which this office raised, we now have firm guidelines regarding expending match monies. The plans will be reviewed and the cost of any highway related aspect will be determined. The dedicated highway funds can be expended on those items. If it is transit related; such as paving of land for bus parking or maneuvering, bus fueling facility, bus washing facility, bus maintenance facility or landscaping, such funds can not be utilized.

If you have any difficulty with the assessment please feel free to contact Mr. Eb Engelmann, Regional Environmentalist, P.O. Box 1128, Roseburg, OR 97470, ph: 672-6658, for assistance.

12-1-77 ~~[illegible]~~ Told Clark: "Re Parking more difficult to secure FAUS funds." Says Dick Arena telling City & Transit Dist FAUS funds could be used

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
PME
LCE
CCE ☐
IAE ☐
OM ☐
OPE ☐
NOV 30 1977

GLC/cao
Encl.
cc: D.H. Moehring
Bill Anhorn

November 7, 1977

TO Glen Clark
Regional Federal Aid Engineer

FROM Gerald Wimer ORIGINAL SIGNED BY G. W. WIMER
Local Government Manager

SUBJECT Riviera Transit Station
Lane Transit District
Lane County

We have reviewed Lane Transit District's proposal to develop a Transit Station under the Urban System program with our Legal Section and with FHWA.

A concensus regarding your questions is as follows:

1) FAU funds may be utilized to develop the transit station if public parking is an integral part of the facility. If parking is non existant or quite limited it will be more difficult to secure FAU funding. The extent of the parking in relation to the overall development will determine whether State funds may be used as local match and requires more detail to resolve.

2) The feasability of developing the transit facility on leased property is dependant on the time allowed in the lease, with renewable options, versus the life expectancy of the various components of design. Design details will need to be reviewed to determine the term of the lease.

The project request which is anticipated from Lane Transit District for the transit station should include enough detail so that the aforementioned points can be satisfactorily assessed. You may wish to submit the additional details for informal review by our legal Section and FHWA. Attached is a copy of Mary Deits legal opinion regarding the use of State funds on the Transit Station.

GEZ:dmc
Attachments
cc: Jack Sollis

PROJECT MANAGEMENT
PME    CCE ☐    OM ☐
[✓ LGE ☐]    FAE ☐    OPE ☐
OCT 31 1977
PM    FA
TAA ______    LG    OP

**DEPARTMENT OF JUSTICE**

**Memorandum**

**TO:** Jack Sollis
Assistant Attorney General

**DATE:** October 27, 1977

**FROM:** Mary Deits
Assistant Attorney General

NOTED
JACK L. SOLLIS

**SUBJECT:** Lane Transit District Transit Station

You have asked me to review the information regarding the Lane Transit District Transit Station and whether or not we can legally expend State Highway funds to provide a portion of the required matched funds. As with most of the mass transit-highway fund questions, this presents a very close question.

A similar situation was considered with regard to the Lake Oswego Tri-Met Transit Station. In that case, the project consisted of the purchase and remodeling of a commercial building to be used as a transfer station in the loading area for bus passengers, grading and paving of approach ramps, signalization and improvements to guarantee accessibility to the elderly and handicapped and a parking lot of approximately 50 spaces. The cost of the project was approximately $112,000; the cost of the parking area was approximately $9,400. We concluded that it would not be permissible to spend highway fund monies on the Lake Oswego Tri-Met Transit Station. The opinion which we rendered regarding the Lake Oswego Transit Station included a discussion of the earlier Attorney General's Opinions and how they applied to the Tri-Met Transit Station. I think that discussion might be useful in the present case. It read as follows:

> "As you are aware, it was concluded in 35 Op Atty Gen 198 (1970) that Highway Fund monies may not be used to purchase, operate and maintain mass transit systems in Oregon or to assist or subsidize private and publicly owned or operated mass transit or intercity bus transportation. The basis of the conclusion reached in the opinion is Article IX, Section 3, of the Oregon Constitution which limits the purposes for which the Highway Funds may be used. It is concluded in the opinion that the Highway Fund may be used only for "highway purposes". In determining what is meant by "highway purposes", the specific words used in Article IX, Section 3, and the intent of the voters in 1942 when Article IX, Section 3, was adopted are taken into consideration. It is concluded that expenditures may be made from the Highway Fund to make the roadways available, safe and convenient for the motoring public, but expenditures may not be made for carrying the public over the highway. Roadways to be used by busses, even if exclusively by busses would be a permissible use of the Highway Fund. However, mass transit systems, which provide for carrying the public over the highway may not be subsidized in any way from Highway Fund monies.

> "It is concluded in a subsequent Attorney General's Opinion, 37 Op Atty Gen (No. 7229, October 28, 1975), Highway Fund monies may not be used for aiding a project which involves construction of a bus substation. Specifically, it was held that the Highway Fund monies may not be used for any of the following purposes:
>
> (1) Paving the land for bus parking and maneuvering;
>
> (2) Constructing bus fueling facilities at the substation;
>
> (3) Constructing bus washing facilities at the substation;
>
> (4) Constructing minimal maintenance facilities at the substation;
>
> (5) Landscaping the substation.
>
> "The basis of the above conclusion was that all of the above items are directly connected with the operation and use of a mass transit system.
>
> "In a third opinion of the Attorney General, 35 Op Atty Gen 686 (1971), it was concluded that Highway Fund monies may be used to construct publicly owned parking facilities located and designed to be used in conjunction with existing or planned public transportation facilities. The basis of this conclusion was that parking is an essential part of highway use. Every highway user eventually has to park and it would be difficult to distinguish between on-street parking which is clearly a highway use and parking lots adjacent to the right of way. The fact that the parking lot is connected with a mass transit facility does not alter the fact that it is a legitimate highway use."

As you are aware, a later decision from this office concluded that it would be permissible to expend Highway Funds on the West Portland Park & Ride Station. The distinction made between the Lake Oswego Transit Station and the West Portland Park & Ride Station was that in the case of the West Portland Park & Ride Station, the primary use was that of a public parking lot. The Lake Oswego Transit Station as mentioned above was primarily a transfer station to be used in connection with the operation of a mass transit system. The parking lot in that project was merely an incidental portion of the project.

In the case of the Lane Transit District Transit Station, it must be determined whether or not the parking facilities for autos is the primary use that the facility would provide.

In a memo from Glen L. Clark to D. H. Moehring, it is stated that: "This transfer station is basically designed to store busses to allow patrons to transfer from one route to another." If this is the case, Highway Fund money may not be spent on the project.

However, I am hesitant to conclude that Highway Fund money may not be spent on the project without more detailed information as to the exact nature of the project. Generally, if the project is primarily a public parking lot which happens to be connected with a mass transit facility, it would be a legitimate use of Highway Fund monies. However, if the Lane Transit District project is primarily a transfer station for the mass transit district, it would not be a permissible use of Highway Fund money.

MD:hg

9358

Jack L. Sollis
Asst. Attorney General

October 12, 1977

G. W. Wimer ORIGINAL SIGNED BY G. W. WIMER
Local Government Engineer

Lane Transit District Transit Station

Attached is correspondence and a lease agreement between Lane County and Lane County Mass Transit District relative to a proposed Federal Aid Urban System project to develop a Transit Station at River Road and Beltline Road.

Two questions are raised: (1) should FAU funds be used to provide capital improvements on leased property, and (2) can we legally expend state highway funds to provide a portion of the required match funds.

Please review this file and advise as to how we should respond to Lane Transit District.

GEZ:ljt
Att.

cc: Glen Clark, Region 3

(H) √ ☆ m

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 7, 1977

**FILE:** PRO 6

Glen L Clark

**FROM:** GLEN L. CLARK
Regional Federal-Aid Engineer

**TO:** D.H. Moehring
Program Management
SALEM

**SUBJECT:** Request for an opinion regarding an upcoming FAUS application Riviera Trasit Station River Rd. and Beltline, Lane County Lane Transit District

Attached is a letter dated October 4, 1977, from Mr. David A. Rynerson, Director of Planning and Development, Lane Transit District, wishing to know if FAUS funds can be expended for the subject facility on leased property.

This is the current question but attached is earlier correspondence requesting whether or not a transfer station is eligible for FAUS funding. Conversations with Mr. Rulien in 1976 revealed that if a project were highway oriented (curb indentations for bus turnouts, park and ride stations, etc.) FAUS funds could be utilized. This transfer station is basicly designed to store busses to allow patrons to transfer from one route to another. Note Mr. Rulien's comments on the bottom of my July 21, 1976, letter.

Please review the lease situation and also provide some guidance for the overall project's eligibility.

GLC/cao
Encl.
cc: Bill Anhorn

10-12-77
Gerry & I discussed
w/ Sollis. We will transmit
to him for review.
Z

PROJECT MANAGEMENT
[✓ PME ☑] CCE ☐ OM ☐
[✓ LGE ☐] [✓ FAE ☐] OPE ☐
OCT 10 1977
File: PM FA
TAA ______ LG OP

LANE TRANSIT DISTRICT

October 4, 1977

LANE TRANSIT DISTRICT
P. O. Box 2710 - Eugene, Oregon 97402

Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division
Region #3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark,

We have begun to prepare an application for F.A.U. funds for the Riviera Transit Station at River Road and Beltline. The project is listed in both the Transportation Improvement Program and the F.A.U. Priority List for FY 77-78. The property where the station will be built is owned by Lane County, which plans to lease the site to L.T.D. for the specified purpose. (See attached lease agreement.)

Before proceeding further with an application, I need to know if there are any technicalities relating to F.A.U. funded capital improvements on a leased site.

I am awaiting your review before proceeding with the application. Other steps which need to be taken include rezoning and transportation plan progress satisfactory to the federal government.

Sincerely,

David A. Rynerson

David A. Rynerson
Director of Planning & Development

DAR/em

Enclosure

1981 Umatilla-Hermiston Sec. 9359
of the Umatilla-Stanfield Hwy.
(Grad., paving & signals)

9359

cc: OSHD (Coulter)

rll

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

12-3-84

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>4 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF REPORT<br>12/3/84 | REPORT MADE BY<br>D. B. Carter, Area Engineer | | PROJECT NO.<br>HES-18(3) & F-81(5) |
| COMPLETION DATE (Actual)<br>11/17/82 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>1/24/84 | TIME ELAPSED<br>95.7 % | CONTRACT TIME<br>425 calendar days |

LOCATION Extends from the Junction with the Columbia River Highway (US 730) near the City of Umatilla, southerly approximately 4.79 miles to Elm Street in the City of Hermiston, Umatilla County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
DEC 17 '84
REFER TO Fredrickson
FOR

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UMATILLA - HERMISTON SECTION
UMATILLA - STANFIELD HIGHWAY
Grading, Paving, Signing & Signals

cy 12/18

This project provided for the widening and resurfacing of the existing highway to include a continuous median turn lane through the project length and two additional travel lanes along the southern portion of the project. Also included is the construction of curbs, storm sewer systems, and traffic signals at the Columbia River Highway - Hermiston/Stanfield Highway Junction.

NOTED
W. E. SCHWARTZ

The final cost of the original contract bid items was $1,920,638.55, or 15.24 percent underrun of the contract bid amount of $2,213,352. The final cost of the project including all changes and engineering was $2,633,860.26.

All participating work has been completed.

All signing and striping is complete.

A copy of the project Statement of Overruns and Underruns is attached to the Division Office copy of this report.

Low concrete cylinder strengths were obtained on the sidewalk and driveway work for the project. The State has decided to withdraw these items from Federal-aid participation in lieu of further review and documentation. Price Agreement No. 4 includes the sidewalk work ($15,271.09) and Price Agreement No. 5 includes the driveway work ($7,191.88). These items are coded as non participating in the final estimate.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>D. B. Carter<br>Original Signed by D. B. Carter Area Engr. | | SIGNATURE<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>12/13/84 | TITLE<br>Field Operations Engineer | DATE<br>12/14/84 |

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9359

F

RECEIVED
FEB 21 1984
LEGAL

**COUGHLIN & LEUENBERGER**

Lawyers
J. DAVID COUGHLIN, P.C.
MARTIN J. LEUENBERGER

J. ROBERT MOON, JR.

Old Post Office Square
1650 Dewey Avenue
Post Office Box 1026
Baker, Oregon 97814
(503) 523-6535

3-1-84
~~February 16, 1984~~

PROVED
JGS
Counsel

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
113 Transportation Building
Salem, OR 97310

Re: Umatilla/Hermiston Section Contract No. 9359

Dear Mr. Sollis:

Ed Neilson in the Hermiston office suggested I contact you regarding the daily diaries on the above referenced contract. I represent Baker Redi-Mix, Inc., which performed that contract and is now being sued by Pacific Northwest Bell for cables which were allegedly broken by my client after being located by the phone company. Mr. Neilson has informed me that there are notes in his diary indicating that the cables were not always placed where located by the company and, therefore, my client may have no liability for the breakage. I would appreciate it if you would make these diaries available to Mr. Neilson so he in turn could check them and make the appropriate entries available to me.

As we have a trial scheduled in this matter on March 13, 1984, we would appreciate any urgency which you could give to this request.

Sincerely,

MARTIN J. LEUENBERGER

MJL:md

4:47 P.M. 3-1-84
Called Leuenberger - advised him diaries available in the Construction Engr's office and that he should contact Fredrickson or Patterson to arrange for inspection and or duplication
ESH.

RECEIVED
TECHNICAL SERVICES
FEB 22 '84
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

1158 Chemeketa St. N.E
Salem 97310
378-6318

cc Sollis
cy Fredrikson
3-1-84

9359

February 8, 1984

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 3
#9359

Gentlemen or Ladies:

On January 27, 1984, we wrote to you concerning release of final payment on Contract No. 9359 awarded to Baker Redi-Mix, Inc., for work on the Umatilla-Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County.

Final payment on this contract is $5,126.12 and the total contract amount is $2,375,788.06. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
Robert Hector

9359 2-2-84 file F

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Aichele Landscaping, Inc. & Ben Fox, Inc.<br>Contract No. 9488 | Boardman, Stanfield & Deadmans Pass SRA's<br>Morrow & Umatilla Counties | 1/4/84 |
| Ajax Electric Co.<br>Contract No. 9505 | Col. R. Hwy. @ Sauvie Island Road<br>Multnomah County | 1/4/84 |
| Hertz Electric, Inc.<br>Contract No. 9499 | NE Portland Hwy.@ NE 138th Ave.<br>Multnomah County | 1/5/84 |
| Auburn Const. Co.<br>Contract No. 9646 | Ore. City-New Era (M.P. 13.18-13.38 & M.P. 17.35-17.75)<br>Clackamas County | 1/6/84 |
| C.F.R. General Contractor<br>Contract No. 9666 | Zoo Exit-Vista Ridge Tunnel<br>Multnomah County | 1/9/84 |
| Douglas S. Coats, Inc.<br>Contract No. 9563 | McKay Cr.(Platt) Br.<br>Umatilla County | 1/11/84 |
| Sims Elect. of Medford, Inc.<br>Contract No. 9555 | Crater Lake Hwy. @ Antelope Rd.<br>Jackson County | 1/16/84 |
| Meridian Rock, Inc.<br>Contract No. 9617 | Green Springs Hwy. @ Emigrant Park Road<br>Jackson County | 1/18/84 |
| M & J Electric dba Marine & Industrial Electric<br>Contract No. 9596 | Pac. Hwy. W. @ Main St. (Tigard)<br>Washington County | 1/18/84 |
| Teller Const. Co., Inc.<br>Contract No. 9455 | Davies O'Xing.<br>Washington County | 1/20/84 |
| Baker Redi-Mix, Inc.<br>Contract No. 9359 | Umatilla-Hermiston<br>Umatilla County | 1/24/84 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Sunset Coatings, Inc.<br>Contract No. 8871 | Willamette R.(Harrisburg)Br.<br>Lane & Linn Counties | 1/27/84 |
| Highlite Const. Co.<br>Contract No. 9546 | Eastside Signal Repl. Proj.<br>(Portland)<br>Multnomah County | 1/30/84 |
| George's Shop & Rock<br>Contract No. 9502 | Burns Rock Production<br>Harney County | 1/30/84 |
| Kelly R. MacFarlane Contracting<br>Contract No. 9635 | Long Creek Rock Prod.<br>Grant County | 1/30/84 |

February 2, 198~~3~~4

Werner E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

RDC:mk

CPC/FL6/JAN

7351

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

☒ RE ☐ RCE ☐ RME ☒ ROE
☐ RFA JAN 30 1984 ☐
RECEIVED
REGION 5 OFFICE

January 27, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9359

Seaboard Surety Company
320 108th Avenue NE, Suite 401
Bellevue, WA 98004

Gentlemen or Ladies:

Contract No. 9359 awarded to Baker Redi-Mix, Inc. for work on the Umatilla-Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County was completed on December 10, 1982, and accepted by the State Highway Division on January 24, 1984.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 1, 1984.

You have been previously notified of claims filed against the performance bond on this contract which have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
STATE HWY ENGR
FEB 1 '84
REFER TO
Schwartz
FOR
☒ Info ☐ Inves ☐ R/D ☐ D.R ☐ Sign ☐ Act ☐ File

kjm

NOTED
W. E. SCHWARTZ

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
✓Robert D. Hector

1/30/84
cy: Gardner
lm

Coulter: Contract work actually completed May 16, 1983 and FHWA required final detailing work completed August 21, 1983. Contractor requested an extension in time and was turned down by WES on Sept. 23, 1982. Principle reason for the delay in acceptance was because of the contractor request for time extension.

R. D. Hector
Region Engineer

731-0188

9359

May 6, 1983

Safety Signal Systems
7002 - 220th St., SW
Mountlake Terrace, WA 98043

CON 5
#9359

Attention: Bruce R. Culver
President

Gentlemen:

Thank you for the Release of Claim against Tri-City Electric Company, subcontractor and Baker Redi-Mix, Inc., prime contractor, Contract No. 9359 for work on the Umatilla-Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County.

This was in connection with a claim filed on September 10, 1982, in the amount of $11,119.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:bk

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

Seaboard Surety Co.
320-108th Ave., NE
Suite 401
Bellevue, WA 98004

NOTED ON CARD
5-6-83

# RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim for the sum of 11,119.00 dollars and costs and attorney's fees against Tri-City Electric Co and Baker Redi-Mix contractor and Seaboard Surety Company surety, on contract for improvement of Sign Route No. _____, Section __________ Umatilla Stanfield Hwy & Columbia River Hwy

Contract No. 9359 heretofore filed by the undersigned in the office of the Dept. of Transportation, State of OR ~~Washington~~, is fully paid, satisfied and discharged, that any and all persons, including the State of Oregon, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said State, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated April 19, 19 83

Safety Signal Systems, Inc Claimant.

By Bruce R. Culver Pres.

Address 7002 220th SW
Mountlake Terrace, WA 98043

STATE OF WASHINGTON )
)
)
County of Snohomish)

This is to certify that on this 19th day of April A.D., 19 83, before me the undersigned notary public duly commissioned and sworn, personally appeared Bruce R. Culver, President of Safety Signal Systems, Inc.

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

In WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Jeanette E. Stumpf

Notary Public in and for the State of
Washington, residing at Lynnwood, WA

DOT FORM 134-036
REVISED 9/77

CC: Tri City Electric and Baker Redi-Mix

9359

STATE COPY B

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>3-20 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>3-1-83 | County<br>Umatilla |
| MODIFICATION NUMBER<br>1 | | Project Number<br>F-81(5) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 26, 1981,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,559,883.00 | $ 2,570,000.00 |
| Federal funds | $ 2,257,304.00 | $ 2,266,226.00 |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Acting Program Section Manager
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 22, 1983

Federal-Aid Project
No. F-81(5)

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

# REVISED PROJECT AGREEMENT ESTIMATE

Type Cdoe 6204
Roadway (Sta. 8+00 to Sta. 261+00)

| | | |
|---|---|---|
| Subtotal of previous estimate of October 7, 1981 | | $2,275,452.00 |
| | Subtotal | $2,275,452.00 |
| | Engineering | 294,548.00 |
| | Total | $2,570,000.00 |

Length of Roadway ----------- 4.79 miles

Cost of Roadway Per Mile ---- $536,534.44

| | |
|---|---|
| Federal Funds -------------- | $2,266,226.00 |
| State Funds ---------------- | 303,774.00 |
| Total | $2,570,000.00 |

Group 1 97%
Contract No. 9359
Prefix: 30-1921
Prefix: 30-1080

9359

STATE COPY

L

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>10-97 | **U.S. DEPARTMENT OF TRANSPORTATION**<br>**FEDERAL HIGHWAY ADMINISTRATION**<br>**FEDERAL-AID PROJECT AGREEMENT**<br>10/9/81 | STATE<br>Oregon<br>COUNTY<br>Umatilla<br>PROJECT NO.<br>F-81(5) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umatilla-Hermiston

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-26-81 | 4.79 |

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $2,559,883.00

FEDERAL FUNDS $2,257,304.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec. Asst. to State Hwy. Engr.
*(Title)*

XBy For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator OCT 5 [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 7, 1981

Federal Aid Project
No. F-81(5)

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

## PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 8+00 to Sta. 261+00)

| | | | | |
|---|---|---|---|---|
| Mobilization | | | All Required | $ 168,320.00 |
| Temporary Protection and Direction of Traffic | | | All Required | 10,000.00 |
| Temporary Signs | 490 | Sq. Ft. | 6.00 | 2,940.00 |
| Temporary Barricades | 8 | Each | 100.00 | 800.00 |
| Temporary Delineators | 130 | Each | 22.00 | 2,860.00 |
| Flagmen | 3,500 | Hour | 10.00 | 35,000.00 |
| Clearing and Grubbing | | | All Required | 10,000.00 |
| Removal of Structures and Obstructions | | | All Required | 10,000.00 |
| Embankment in Place | 35,400 | Cu. Yd. | 2.50 | 88,500.00 |
| Trench Excavation | 8,590 | Cu. Yd. | 2.00 | 17,180.00 |
| Finishing Roadbed and Slopes | | | All Required | 10,000.00 |
| Watering | 400 | M-Gal. | 10.00 | 4,000.00 |
| Aggregate Shoulders | 2,700 | Ton | 6.00 | 16,200.00 |
| Cement Treated Base | 134,000 | Sq. Yd. | 0.75 | 100,500.00 |
| Cement for Treated Base | 3,920 | Ton | 81.00 | 317,520.00 |
| Asphalt in Chip Seal | 145 | Ton | 225.00 | 32,625.00 |
| Aggregate in Chip Seal | 1,160 | Ton | 10.00 | 11,600.00 |
| Class "B" Asphalt Concrete Mixture | 41,200 | Ton | 7.00 | 288,400.00 |
| Asphalt Cement in Mixture | 2,400 | Ton | 195.00 | 468,000.00 |
| Asphalt in Tack Coat | 60 | Ton | 300.00 | 18,000.00 |
| Concrete in Box Culvert Extensions | 58 | Cu. Yd. | 400.00 | 23,200.00 |
| Reinforcement in Box Culvert Extensions | 7,360 | lbs. | 0.50 | 3,680.00 |
| 12-inch Culvert Pipe | 620 | Lin. Ft. | 7.50 | 4,650.00 |
| 24-inch Culvert Pipe | 88 | Lin. Ft. | 15.00 | 1,320.00 |
| 30-inch Culvert Pipe | 32 | Lin. Ft. | 70.00 | 2,240.00 |
| 48-inch Culvert Pipe | 54 | Lin. Ft. | 125.00 | 6,750.00 |
| 24-inch Siphon Pipe | 102 | Lin. Ft. | 20.00 | 2,040.00 |
| 12-inch Irrigation Pipe | 360 | Lin. Ft. | 10.00 | 3,600.00 |
| 12-inch Sewer Pipe | 10,560 | Lin. Ft. | 8.00 | 84,480.00 |
| 15-inch Sewer Pipe | 4,980 | Lin. Ft. | 18.50 | 92,130.00 |

| | | | |
|---|---|---|---|
| 18-inch Sewer Pipe | 300 Lin. Ft. | 18.00 | 5,400.00 |
| 21-inch Sewer Pipe | 1,100 Lin. Ft. | 25.00 | 27,500.00 |
| 24-inch Sewer Pipe | 420 Lin. Ft. | 30.00 | 12,600.00 |
| Extra for Pipe Under Pavement | 1,760 Lin. Ft. | 14.00 | 24,640.00 |
| Concrete Manholes | 9 Each | 1,500.00 | 13,500.00 |
| Concrete Inlets, Type G-1 | 105 Each | 400.00 | 42,000.00 |
| Concrete Inlets, Type G-2 | 4 Each | 500.00 | 2,000.00 |
| Concrete Siphon Boxes | 2 Each | 400.00 | 800.00 |
| Guard Rail, Type 2A | 425 Lin. Ft. | 13.00 | 5,525.00 |
| Guard Rail Anchors, Type 1 | 4 Each | 350.00 | 1,400.00 |
| Rail End Pieces, Type C | 4 Each | 100.00 | 400.00 |
| Concrete Curbs | 30,200 Lin. Ft. | 3.90 | 117,780.00 |
| Extra for Asphalt Approaches | 150 Each | 100.00 | 15,000.00 |
| Paved Culvert End Slopes | 372 Sq. Ft. | 6.00 | 2,232.00 |
| Delineators, Type 2 | 50 Each | 21.00 | 1,050.00 |
| Delineators, Type 3 | 40 Each | 26.00 | 1,040.00 |
| Adjusting Manholes | 8 Each | 200.00 | 1,600.00 |
| Roadside Seeding and Mulching | 10 Acre | 1,500.00 | 15,000.00 |
| Removal of Existing Sign Installations | | All Required | 300.00 |
| Wood Sign Posts | | All Required | 11,500.00 |
| Type "A" Signs in Place | 180 Sq. Ft. | 23.00 | 4,140.00 |
| Type "C" and "R" Signs in Place | 160 Sq. Ft. | 11.00 | 1,760.00 |
| Type "EE" Signs in Place | 30 Sq. Ft. | 13.00 | 390.00 |
| Type "F", "G" and "I" Signs in Place | 60 Sq. Ft. | 11.00 | 660.00 |
| Type "U" Signs in Place | 190 Sq. Ft. | 20.00 | 3,800.00 |
| Move and Modify Existing Signs | | All Required | 4,800.00 |
| | | | $2,153,352.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 5,300.00 |
| Temporary Pavement Striping | All Required | 3,900.00 |
| Temporary Erosion Control | All Required | 500.00 |
| Asphalt Cement Adjustment | All Required | 110,000.00 |
| On-the-job Trainees (3-3,000 hrs. @ $0.80) | All Required | 2,400.00 |
| | | $ 122,100.00 |
| | SUBTOTAL | $2,275,452.00 |
| | Engineering | 284,431.00 |
| | | $2,559,883.00 |

Length of Roadway ----------------- 4.79 miles

Cost of Roadway Per Mile ---------$534,422.33

Work Retained in Program Status

| | | | |
|---|---|---|---|
| Permanent Signing | All Required | $ | 6,000.00 |

| | |
|---|---|
| Federal Funds (88.18%)------------ | $2,257,304.00 |
| State Funds ------------------------ | 302,579.00 |
| TOTAL FUNDS | $2,559,883.00 |

| | |
|---|---|
| Group 1 | 97% |
| Contract No. | 9359 |
| Prefix | 30-1921 (PE)<br>30-1080 (Constr.) |

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

State Responsibility (Non-Participating Items)

| | | | |
|---|---|---|---|
| Furnishing and Installing Mailbox Posts | 80 Each | 100.00 | $ 8,000.00 |

9359

*files*

SAFETY
SIGNAL
SYSTEMS

7002 - 220TH ST. S W
MOUNTLAKE TERRACE WA 98043

[illegible]

February 16, 1983

Baker Redi Mix
PO Box 825
Baker, OR 97814

Re: Tri City Electric
State of Oregon, Contract #9359
Umatilla-Stanfield Hwy and Columbia River Hwy

Attn: Sonny Walker/Leo Paine

Gentlemen:

We have not been able to collect $864.06 from Tri-City Electric for traffic signal equipment they purchased for the above referenced project and unless something unexpected happens, we will be looking to you or your bonding company for payment.

As we have previously discussed on the telephone, the lien filed September 10, 1982 in the amount of $11,119.00 has not been released as we have been awaiting the final payment of $864.06. Thank you again for your second party check that covered the difference.

By copy of this letter, we are advising the State of Oregon that we still have a lien claim on this project.

Please advise if you require additional information. Do not hesitate to call or write if we can be of assistance.

Very truly yours,

J. E. Stumpf

J.E. Stumpf,
Office Manager

cc: Deptartment of Transportation ✓
Transportation Building
Contracts - Lien Department
Salem, OR 97310

Claim for $11,119
already filed-
This letter wants
payment of 864.06-
They have already rec'd
Partial payment-
no
response
to this
letter
necessary.
fran

RECEIVED
FEB 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9359

D

February 11, 1983

General Electric Supply Company
1924 Fourth Avenue South
Seattle, WA 98134

CON 5
#9359

Attention: K. M. Rasmussen, Manager
Credit and Collections

Gentlemen:

Thank you for your letter of January 27, 1983, informing us that you received $2,090.32 from Tri City Electric and that you are releasing your claim.

You state this is in reference to the Baker Redi-Mix, Inc., Contract No. 9359 for work on the Umatilla-Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

TED O

2-11-83 dc

General Electric Supply Company
A DIVISION OF GENERAL ELECTRIC COMPANY

1924 FOURTH AVENUE SOUTH
SEATTLE, WASHINGTON 98134

TO: Whom It May Concern

RE: Final Release of Mechanic's Lien and/or Bond Rights

Whereas, the undersigned, the Seattle Region of GENERAL ELECTRIC SUPPLY COMPANY, A Division of General Electric Company, has previously furnished supplies and materials to Tri City Electric on the following described project:

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

Now, therefore, in consideration of the payment made to the undersigned by Tri City Electric in the amount of $2,090.32, the receipt of which is hereby acknowledged, the undersigned does hereby release and waive any mechanic's lien and/or bond rights which the undersigned has now or may hereafter have for supplies and materials furnished to Tri City Electric on the above described project.

This final release of mechanic's lien and/or bond rights covers only those supplies and materials furnished by the Seattle Region of GENERAL ELECTRIC SUPPLY COMPANY, A Division of General Electric Company, but does not include a final release of mechanic's lien and/or bond rights for any other Division of General Electric Company or District of General Electric Supply Company, A Division of General Electric Company.

Executed this 27th day of January, 1983.

Sincerely,

K. M. Rasmussen, Manager
Credit and Collections

KMR:m
cc: Tri City Electric
Dept. of Transportation
Seaboard Surety Co.,

RECEIVED
JAN 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9359

b

January 21, 1983

General Electric Supply Company
1924 4th Avenue South
Seattle, WA 98134

CON 5
#9359

Attention: K. M. Rasmussen, Manager
Credit and Collections

Gentlemen:

This will acknowledge a copy of a Notice of Claim addressed to Baker Redi Mix dated January 5, 1983, concerning the following Highway Division contract:

| | |
|---|---|
| FILED BY: | General Electric Supply Co. |
| AMOUNT: | $2,090.32 |
| FOR: | Labor and materials |
| FURNISHED TO: | Tri City Electric Inc. |
| AGAINST: (Prime Contractor) | Baker Redi-Mix, Inc. |
| CONTRACT NO. | 9359 |
| PROJECT: | Umatilla-Hermiston Section, Umatilla-Stanfield Highway, Umatilla County |
| SURETY: | Seaboard Surety Company |
| AGENT: | KL & K Associates, Inc. |

We will advise the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

1/21/83 js

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

General Electric Supply COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY

1924 FOURTH AVENUE SOUTH
SEATTLE, WASHINGTON 98134

CERTIFIED
P23 9972339
MAIL
Form JR-79C

## NOTICE OF CLAIM ON PAYMENT BOND
(Oregon Public Works)

TO: Baker Redi Mix
P. O. Box 825
Baker, Oregon 97814

YOU ARE HEREBY NOTIFIED that the undersigned GENERAL ELECTRIC SUPPLY COMPANY, A DIVISION OF GENERAL ELECTRIC COMPANY, has a claim in the sum of Two thousand ninety dollars and 32/100 ($2,090.32) due against the bond taken from Baker Redi Mix, Baker, Oregon, as principal, and Seaboard Insurance Co., as surety, for the work or labor and materials performed or furnished by me on Project 9359, Umatilla to Hermiston, Umatilla-Stanfield Highway.

YOU ARE FURNTHER NOTIFIED that the undersigned performed labor and/or furnished materials consisting of the following:

> luminares, cabinets, wire and miscellaneous electrical supplies.

That said materials and/or labor were furnished to and received by Tri City Electric Inc., Pasco, Washington with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon.

Dated ths 5th day of January, 1983.

GENERAL ELECTRIC SUPPLY COMPANY, A DIVISION
OF GENERAL ELECTRIC COMPANY
1924 4th AVE. SOUTH
SEATTLE, WASHINGTON 98134

By: K. M. Rasmussen
K. M. Rasmussen, Manager
Credit and Collections

cc: Tri City Electric
Auditor, State of Oregon
Highway Commission

RECEIVED
JAN 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KMR:m

9359 B

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umatilla-Hermiston

WEEK ENDING: 18 December 1982

SECTION PREFIX: 30-1080

HIGHWAY: Umatilla-Stanfield

COUNTY: Umatilla

NAME OF JOB: Umatilla-Hermiston

KIND OF WORK: Grading, Paving, Signing and Signals

CONTRACTOR: Baker Redi-Mix, Inc.

CONTRACT NUMBER: 9359

FEDERAL AID PROJECT NUMBER: F-81(5) & HES-18(3)

DATE OF CONTRACT: 23 September 1981

DATE WORK STARTED: 10 November 1981

ESTIMATED COMPLETION DATE: 17 November 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 425

WORK DAYS USED

CALENDAR DAYS USED 407

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 96

PROJECT AUTHORIZATION: $ 2,636,946.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 2,449,429.84

ENGINEERING AUTHORIZATION $ 187,516.16

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,386,982.90

ENGINEERING COST TO DATE $ 212,890.65

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 2.5 %

PERCENT OF AUTHORIZATION 115 %

DATE PROJECT WAS COMPLETED: 17 November 1982

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Curb | T. Signal |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 4.79 | 4.79 | 2.86 | 3.46 | 4.79 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 4.79 | 4.79 | 2.86 | 3.46 | 4.79 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 35,400CY | 35,821 T | 30,200 LF | 18,616 LF | 41,200 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 35,400 | 62,207 | 30,200 | 18,261 | 43,163 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 35,400 | 62,207 | 30,200 | 18,261 | 43,163 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

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SCS
ESO

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DEC 20 1982
CONSTRUCTION SECTION

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-Final was submitted to region 12-15-82.

SIGNED W C Ferguson LOCATION Hermiston

W.C. Ferguson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9359

54

ROAD DESIGN SECTION 378-6558

DES 16

October 22, 1982

R. D. Hector
Region 5 Engineer, La Grande

W. H. Wakerlig
Right of Way Descriptions, Supervisor

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 22 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map (9B-17-8) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment/ Map 9B-17-8 & Pad #15

9359

CL-82-177

files

L

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 973

FILED
SEP 17 1982
NORMA PAULUS
SECRETARY OF STATE

September 16, 1982

IN REPLY REFER TO FILE NO.:
CON 5
#9359

Safety Signal Systems
7002 220th Street, S.W.
Mountlake Terrace, WA 98043

Attention: Bruce Culver

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated September 10, 1982, indicating that Tri-City Electric Company owes you $11,119 plus attorney fees and defrayed costs for traffic signal equipment.

The claim states this is in reference to the Baker Redi-Mix, Inc., Contract No. 9359 for work on the Umatilla-Hermiston Section of the Umatilla-Stanfield Highway in Umatilla County.

The Seaboard Surety Company through KL and K Associates, Inc., furnished the performance bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-21-82 dmc

RECEIVED
SEP 21 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

Date: Sept. 10, 1982

TO:
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Attn: Mr. Robert W. Gormsen, Commission Services

RECEIVED
SEP 13 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**NOTICE IS HEREBY GIVEN** That the undersigned

SAFETY SIGNAL SYSTEMS, Inc., has a claim in the sum
(claimant)

of Eleven Thousand, One Hundred, Nineteen and no/100 dollars against

Tri-City Electric Co. and against the bond
(contractor)

taken from ______________________ for the work of
(surety)

Umatilla Stanfield Hwy & Columbia River Hwy

(description of work for which bond was taken)

Contract No. 9359 Said claim is for Traffic Signal Equipment

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of $2000.00 dollars as an Attorneys fee, and the sum of $1,000.00 dollars to defray costs of said action.

SAFETY SIGNAL SYSTEMS, INC.
By Bruce R. Culver
Address 7002 220th S.W., Mountlake Terrace, WA 9804

Subscribed and sworn to before me this 10th day of Sept., 1982

Jeanette Stumpf
Notary Public in and for the State of Washington, residing at
Lynnwood, WA

CERTIFIED
P 297 374 236
MAIL

Filed ______________________

CC: Tri City Electric

9359

8-29-82

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00121

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/15/82

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:
Umatilla - Hermiston Section

11. GENERAL DESCRIPTION OF WORK
Replace missing and/or damaged existing signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/15/82 as requested in Mr. Keasey's letter of 8/6/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $6,000 Federal Funds $5,290.

It should be noted that the above authorization does not include signs damaged or destroyed by contractor's operations.

Orig
9.1

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO [illegible]
FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 8/29/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9359 L.

8-29-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00121

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/8/82

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:
Umatilla - Hermiston Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install 110 "No Parking" signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/8/82 as requested in Mr. Keasey's letter of 8/6/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $4,800 Federal Funds $4,233.

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO Moehring
FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Orig
9-1

14. DATE 8/29/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9359

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 19, 1982

NOTED
H. S. COULTER

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Tom:

You asked that I send you a note concerning the location of illumination poles to be set on the Umatilla-Hermiston section of US395 which is now under contract.

We believe that the proper place for the poles is directly behind the sidewalk. That location is the same relative location as all of the other wooden luminaire poles on US395 in Hermiston, so at least we will be consistent along that highway.

I asked our Region Utilities Specialist to check with the power companies involved to determine the difference in illumination effectiveness and the difference in costs. He finds that longer mast arms are required but that the monthly costs to the City will remain the same as if the pole was located behind the curb.

I trust that this note will serve your needs.

Sincerely,

R. D. Hector
Acting Region Engineer

RECEIVED
STATE HWY ENGR
MAR 22 '82
REFER TO
FOR
Info Inves R/D D.R Sign Act File

RDH/vt
cc: W. E. Schwartz
C. T. Keasey

Form 734-3123

FILE: MAT

54

STATE OF OREGON

# INTEROFFICE MEMO

TO: W. E. Schwartz
Region Engineer

DATE: March 1, 1982

FROM: John C. Jenkins, PE
Engineer of Materials
JEWilson
by
James E. Wilson Jr., PE
Asst. Engineer of Materials

Subject: Emulsified Asphalt Treatment
of Sand, [redacted]9359

1 Versteeg
Anderson
2 Adams
Olson
3 Sullivan
Terpin
Trout
Wickerlig

RECEIVED
MAR 15 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Preliminary testing has been completed on sand from the [redacted] project for an evaluation of the material for use in an emulsified asphalt treated base. Test results indicate that use of the material represented with 4 to 6 percent CSS-1H emulsified asphalt provides an emulsion treated base of 1.4 crushed base equivalency (CBE) quality. Enclosed is laboratory report #82-1847.

The testing completed at this time is with sand passing the #10 sieve using SS-1H emulsion and with the addition of 1.0 percent portland cement. Since a sample of CSS-1H was not available from suppliers at this time of the year, the use of SS-1H, which ultimately performs the same as CSS-1H, was necessary. Portland cement was added to the SS-1H mix for testing to accelerate cure, however, tests made with CMS-2S emulsion indicate that the cement addition is likely not necessary. Additional tests are in progress with sand containing 30 percent gravels which should provide comparable results with probably a 0.5 percent reduced emulsion requirement.

It is suggested that a 5.0 percent CMS-2S emulsion content be used as the mix target value with the sand moisture content near 8.5 percent. These percentages should be reduced 0.5 and 1.0 percent from the use of sand containing 25 to 35 percent gravel. Sufficient total liquid is necessary in the mix for proper mixing. Should the mix set or cure too slow and deform during compaction or under early traffic, an adjustment of mix moisture content may be necessary or require the addition of 1.0 percent portland cement.

gs

cc: C. T. Keasey
D. Christensen
W. Ferguson
Vern Moore
Hal Versteeg
John Scofield

Form 81-134-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

## PRELIMINARY EMULSIFIED ASPHALT MIX DESIGN

Laboratory No. 82 1847
Data Sheet No. 4505 - A
Prefix 30 - 1080
Laboratory charge

Project Umatilla - Hermiston
Highway [redacted]
Contractor Baker Redi Mix No. 9359
Date received 1 - 25 - 82
Submitted by W. Ferguson
Date reported March 1, 1982
Source of Material Sand from Sta 220+00 Rt.
Sampled or inspected at Sta 220+00 Rt. To be used Wearing Course
Sampled or inspected by K. Fickel Quantity represented

Emulsion used- CHEVRON SS-1H @ 57% RESIDUAL

| | | | | |
|---|---|---|---|---|
| % Emulsion- | 3.0 | 4.0 | 5.0 | 6.0 |
| % Water- | 10.5 | 9.5 | 8.5 | 7.5 |
| Test results according to Chevron Emulsified Asphalt Mix Design Test Method # 4: | | | | |
| "R" Value - | 80 | 80 | 81 | 84 |
| "S" Value - | 36 | 38 | 36 | 38 |
| Unconditioned Resilient Modulus (x $10^3$)- | 85 | 79 | 81 | 95 |
| Vacuum Saturation (%moisture pickup)- | 16.3 | 15.7 | 15.0 | 15.0 |
| % Washoff- | — | 0.0 | — | — |
| Density (lb/cu.ft.)- | 115.4 | 116.1 | 116.2 | 117.9 |
| Coating | FAIR | GOOD | GOOD | GOOD |
| Test results according to AASHTO methods: | | | | |
| Hveem stability @ 77°F (cured @ 140°F 15-24 hrs. & cooled to 77°F- | 22 | 20 | 23 | 22 |
| Hveem stability @ 140°F (static loaded @ 1000 psi)- | 17 | 20 | 23 | 19 |
| Hveem stability @ 140° after 2nd comp. (Compacted after 15-24 hrs. @ 240°F)- | 13 | 19 | 22 | 21 |
| Bulk Specific Gravity - 1st comp. - | N/A | N/A | N/A | N/A |
| Bulk Specific Gravity - 2nd comp. - | 1.75 | 1.72 | 1.76 | 1.68 |
| Bulk Specific Gravity - 3rd comp. - | N/A | N/A | 1.73 | 1.69 |
| Rice Method Real Gravity - | 2.64 | 2.62 | 2.61 | 2.60 |

Test Gradation- P # 10 - 100
P # 40 - 82
P # 200 - 1.8 INCLUDING 1.0% CEMENT

REPORT TO:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X☐ Region Engineer W. Schwartz
- X☐ Resident Engineer W. Ferguson
- ☐ District Engineer
- ☐ Materials, Portland
- 3X☐ Files
- X V. Moore
- X Baker Redi-Mix

Test results indicate that use of the material represented with 4.0 to 6.0 CSS-1H emulsified asphalt provides an emulsion treated base of a 1.4 crushed base equivalency (CBE) quality.

John C. Jenkins

Page 2 of 2

Form 81-734-3069

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

### PRELIMINARY EMULSIFIED ASPHALT MIX DESIGN

Laboratory No. 82 1847
Data Sheet No. 4505 - A
Prefix 30 - 1080
Laboratory charge

Project Umatilla - Hermiston
Highway Umatilla - Stanfield
Contractor Baker Redi Mix No. 9359
Date received 1 - 25 - 82
Submitted by W. Ferguson
Date reported
Source of Material Sand from Sta 220+00 Rt.
Sampled or inspected at Sta 220+00 Rt.
To be used Wearing Course
Sampled or inspected by K. Fickel
Quantity represented

Emulsion used - CHEVRON CMS-2S @ 64% RESIDUAL

| | | | | |
|---|---|---|---|---|
| % Emulsion - | 3.0 | 4.0 | 5.0 | 6.0 |
| % Water - | 4.0 | 4.0 | 4.0 | 4.0 |

Test results according to Chevron Emulsified Asphalt Mix Design Test Method # 4:

| | | | | |
|---|---|---|---|---|
| "R" Value - | 76 | 80 | 79 | 81 |
| "S" Value - | 26 | 27 | 27 | 27 |
| Unconditioned Resilient Modulus ($x 10^3$)- | 78 | 99 | 98 | 84 |

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

SP*76688-734

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHE

SHEET ........... OF ........... SHEE

UMATILLA-HERMISTON
30-1080
PIT RUN SAND w/ CHEVRON SS-1H

| | | | | | |
|---|---|---|---|---|---|
| H2O | | 10.0 | 9.0 | 8.0 | 7.0 |
| % ULSION | | 3.0 | 4.0 | 5.0 | 6.0 |
| CHEVRON METHOD | | | | | |
| R" VALUE | | 90 | 91 | 90 | 88 |
| S" VALUE | | 41 | 42 | 31 | 37 |
| NCONDITIONED SILIENT MODULUS | x10³ | 174 | 142 | 193 | 187 |
| CUUM SATURATION | | | | | |
| WASHOFF | | — | — | 0.0 | — |
| DENSITY | LB/FT³ / B.S.G. | 130.9 / 2.10 | 130.9 / 2.10 | 131.3 / 2.10 | 132.0 / 2.12 |
| | | | | | |
| S.H.D. METHOD | | | | | |
| ST "S" | | 34 | 36 | 37 | 29 |
| ND "S" | | 27 | 32 | 27 | 24 |
| RD "S" | | 27 | 38 | 34 | 42 |
| B.S.G. | | N/A | N/A | N/A | N/A |
| B.S.G. | | 2.09 | 2.09 | 2.10 | 2.10 |
| B.S.G. | | N/A | 2.14 | 2.16 | 2.19 |
| AL AVITY | | 2.67 | 2.66 | 2.64 | 2.62 |
| % TENTION | | — | 0.0 | — | — |

Oregon State –
HIGHWAY DIVISION
Materials Section
Form 734-3880

## SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Page ____ of ____ pages
Data Sheet No.: 4505 -A
LABORATORY REPORT NUMBER 82 0676

roject: Umatilla – Hermiston
ighway: Umatilla – Stanfield
ontractor: Baker Redi Mix
ubmitted by: W.C. Ferguson
Contract No.: 9359
Res. Engr.: W.C. Ferguson
Sampled by: K. Fickel
Prefix No.: 30-1080
County: Umatilla
F.A. Proj. No.: F 81 (5)
Date Sampled: 1-20-82

ample No.: 2
No. bags or boxes: 2
Quantity Represented:
Purpose of Sample: ☒ Mix Design Record ☐ Check ☐ Qualifying ☐

GGREGATE SIZE: BRAND AND GRADE OF ASPHALT: TYPE MIX:
Sandy embankment matl. & Pit run aggr.
NTENDED USE:
CTB
UARRY OR GRAVEL LOCATION AND SOURCE NUMBER:
Simple acquired from grade & Pit
Pit & sand from STA 220 100 Rt.
AMPLED AT:
EMARKS, INSTRUCTIONS, OR SPECIAL DATA:
Sand & Pit Run to be combined for recomendation on quantity of Asphalt ~~Cement~~ in Asphalt ~~Cement~~ Treated Base.

FIELD CONTROL TEST NUMBER:

SIEVE ANALYSIS

| | | Sieve Size | Precent Passing |
|---|---|---|---|
| 10/¼ | % | | |
| 40/10 | % | | |
| 200/10 | % | | |
| Fracture | % | | |
| PI | | | |
| LL | | | |
| S.E. | | | |
| Moisture | % | | |
| Retention | % | | |
| Extracted A/C | % | | |
| Total A/C | % | | |

**INDICATE TEST REQUIRED:** Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS

| | ☒ T-27 | ☒ T-11 |
|---|---|---|
| Sieve Size | Percent Passing | Percent Passing |
| 10 | 100 | 100 |
| 40 | 82 | 82 |
| 200 | 0.8 | 1.1 |

Fracture %
10¼ %
40/10 %
200/10 %
Mix Design No.
Moisture %
Retention %
Extracted A/C %
OSHD Asphalt %

☐ T-11 P200 1.1 %
otal wt. of sample = 549.4

☒ T-19 UNIT WT lb/ft LOOSE 84.06 COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-85 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-89 L.L. ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-96 ABRASION GRADING Percent Wear
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
2½-1½ ____ 1½-¾ ____ Rip Rap Avg. ____
1½-¾ ____ ¾-3/8 ____ 3/8-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____ 30-50 ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht ____ in. P20 ____ %
¼-0 Ref. Ht. ____ in. P20 ____ %
☐ T-112 FRIABLE PARTICLES ____ Wt. Avg. ____ %
1½-¾ ____ % ¾-3/8 ____ % 3/8-4 ____ % 4-16 ____ %
☐ T-113 LIGHT WEIGHT PIECES C.A. % F.A. %
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
Additive Brand ____ % ____
Brand ____ Grade ____ Coated ____
☐ OSHD FINENESS FACTOR—1½, ¾, 3/8, 4, 8, 16, 30, 50, 100
☐ Wood Waste %
Additional Tests: Moisture content as received – 2.88%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
Emulsified Asphalt
Lab Comments: Mix Design to be forwarded when complete.
B

Date Received 1/25/82
Date Reported 2-17-82
Lab Charges $ 69.75

cc: ☐ FHWA
x ☐ Construction Engineer
☐ Region Engineer
x ☐ Resident Engineer WC Ferguson
☐ District Engineer
☐ Geology and Soils
x ☐ Reg. Geologist V. Moore
2x ☐ Files
x Wilson
x Boyle
~~x~~ Scofield
x Baker Redi-Mix

NOTED
JOHN T. SCOFIELD

John C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
Form 734-3880

SAMPLE DATA
AND
LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Page ____ of ____ pages
Data Sheet No.: 4505 - B
LABORATORY REPORT NUMBER 82 0677

roject: Umatilla - Hermiston
ighway: Umatilla - Stanfield
ontractor: Baker Redi Mix
ubmitted by: W.C. Ferguson
Contract No.: 9359
Res. Engr.: W.C. Ferguson
Sampled by: K. Fickel
Prefix No.: 30 - 1080
County: Umatilla
F.A. Proj. No.: F 81 (5)
Date Sampled: 1-20-82

ample No.: 2
No. bags or boxes: 2
Quantity Represented:
Purpose of Sample: ☒ Mix Design
Record ☐ Check ☐ Qualifying ☐

GGREGATE SIZE: BRAND AND GRADE OF ASPHALT: TYPE MIX:
Sandy embankment matl. & Pit run aggr.
NTENDED USE: CTB
UARRY OR GRAVEL LOCATION AND SOURCE NUMBER:
Sample acquired from grade & Pit
Pit & sand from STA 220 +00 Rt.
AMPLED AT:
EMARKS, INSTRUCTIONS, OR SPECIAL DATA:
Sand & Pit Run to be combined for recomendation on quantity of ~~Cement~~ Asphalt for ~~Cement~~ Asphalt Treated Base.

FIELD CONTROL TEST NUMBER:

| | | SIEVE ANALYSIS | |
|---|---|---|---|
| | | Sieve Size | Precent Passing |
| 10/¼ | % | | |
| 40/10 | % | | |
| 200/10 | % | | |
| Fracture | % | | |
| PI | | | |
| LL | | | |
| S.E. | | | |
| Moisture | % | | |
| Retention | % | | |
| Extracted A/C | % | | |
| Total A/C | % | | |

INDICATE TEST REQUIRED: Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS

| Sieve Size | ☒ T-27 Percent Passing | ☒ T-11 Percent Passing |
|---|---|---|
| 3 | 100 | 100 |
| 2 | 98 | 98 |
| 1¼ | 95 | 95 |
| 1 | 87 | 87 |
| 3/4 | 77 | 77 |
| 1/2 | 66 | 66 |
| 3/8 | 60 | 60 |
| 1/4 | 55 | 55 |
| 4 | 52 | 52 |
| 10 | 45 | 45 |
| 40 | 27 | 27 |
| 200 | 2.2 | 2.7 |

Fracture %
10/¼ %
40/10 %
200/10 %
Mix Design No.
Moisture %
Retention %
Extracted A/C %
OSHD Asphalt %

T-11 P200 2.7 %
otal wt. of sample = 27.34 kg

☒ T-19 UNIT WT lb/ft LOOSE 116.5 COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-85 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-89 L.L. ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-96 ABRASION GRADING Percent Wear
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
2½ - 1½ ____ 1½ - ¾ ____ Rip Rap Ave. ____
1½ - ¾ ____ ¾ - 3/8 ____ 3/8 - 4 ____ C.A.
4 - 8 ____ 8 - 16 ____ 16 - 30 ____ 30 - 50 ____ F.A.
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____ %
¼-0 Ref. Ht. ____ in. P20 ____ %
☐ T-112 FRIABLE PARTICLES ____ Wt. Avg. ____ %
1½ - ¾ ____ % 3/8 ____ % 3/8 - 4 ____ % 4 - 16 ____ %
☐ T-113 LIGHT WEIGHT PIECES C.A. % F.A. %
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
Additive Brand ____ %
Brand ____ Grade ____ Coated ____
☐ OSHD FINENESS FACTOR—1½, ¾, 3/8, 4, 8, 16, 30, 50, 100
☐ Wood Waste %
Additional Tests: Moisture content as received - 4.6%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
Emulsified Asphalt
Date Received: 1/25/82
Lab Comments:
Mix Design to be forwarded when complete.
Date Reported: 2-17-82
Lab Charges: $ 93.75

cc: ☐ FHWA
x☐ Construction Engineer
☐ Region Engineer
x ☐ Resident Engineer WC Ferguson
☐ District Engineer
☐ Geology and Soils
x ☐ Reg. Geologist V. Moore
2x ☐ Files
x Wilson
x Boyle
x Scofield
x Baker-Redi-mix

NOTED
JOHN T. SCOFIELD
John C. Jenkins
Engineer of Materials

Highway Construction 378-6318 FILE: CON 5

R. D. Hector
Region 5 Construction Engineer February 18, 1982

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen, P.E.
Construction Operations Engineer

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County
Contract 9359

In answer to your letter of February 5, 1982, I have discussed the cement treated base design included in the subject plans with John Scofield and he is likewise concerned with its suitability.

John is having the Materials Lab run samples using an emulsified asphalt to treat the sand - to date this looks very promising. It appears that a 4% emulsion will be required, but their tests have not yet been concluded. These tests will be completed on February 24 and we should have a recommendation for an emulsion base design within a day or two after that.

In addition to the above emulsified base design, please take a look at the possibility of using crushed aggregate for the base. A base design for this option would be 12" of crushed aggregate and the 4" of asphalt.

A seal will not be required on either the emulsified or crushed aggregate base.

In summary, it appears we should change the planned base design from cement treating the sand to either an emulsion treatment of the sand or using a crushed aggregate base depending on which is more economical. We do not favor the pit-run gravels. Pit-run gravels would need 6" of crushed rock on top instead of 2", according to Scofield.

DOC:mk

cc: John Scofield
Jim Wilson

NOTED
JOHN T. SCOFIELD

Page 1 of 4

REGON STATE HIGHWAY DIVISI
Materials Section

# Laboratory Report

| | | | |
|---|---|---|---|
| Project | Umatilla-Hermiston | Laboratory No. | 8 17465 |
| | | Prefix No. | 30-1080 |
| Highway | Umatilla-Stanfield | County | Umatilla |
| Contractor | Baker Redi-Mix Contract No. 9359 | F. A. Project No. | HES-18(3) |
| Submitted by | W.C. Ferguson | Date Reported | 1-14-82 |
| | | Laboratory Charges | 712 75 |

## REPORT ON SAMPLE OF

| | | | |
|---|---|---|---|
| Source of material | Sample Aquired from Grade | | |
| Sampled or inspected at | Sta. 121+50 40' Rt. | Data No. | 4504 |
| To be used | C.T.B. | Date received | 12-16-81 |
| Sampled or inspected by | K. Fickel 12-14-81 | Quantity represented | |

1 Sack

## TEST RESULTS

| OIL CONSTANTS | | Expansion Pressure and "R" Value T-190 | | | | | | Mech. Anal. T-88 Sieve Size | % Passing |
|---|---|---|---|---|---|---|---|---|---|
| L. T-89 | NP (Non Pl) | Moisture % | | | | | | 4 | |
| I. T-90 | NP | Exudation Press. psi | | | | | | 3 | |
| p. Gr. (Le Chat.) | 2.76 | Expansion Pres. CT in | | | | | | 2 | |
| and Equiv | | Displacement | | | | | | 1½ | |
| lass. M-145 | A-3 | Compaction, psi | | | | | | 1 | |
| rganic % | | "R" Value | | | | | | ¾ | |
| at. Moist. % | | Density pcf | | | | | | ½ | |
| os Angeles Abrasion T-96 | | Water loss ml. | | | | | | ⅜ | |
| Grading % Wear | | Comp. water | | | | | | ¼ | |
| regon Degradation | | loss at blows | | | | | | | |
| P20 %, Ht. in. | | | | | | | | 4 | 100.0 |
| | | | | | | | | 10 | 100.0 |
| Moist.-Density Relations | | | | | | | | 40 | 92.3 |
| T-99 ☐ T-180 ☐ Harvard ☐ | | | | | | | | 60 | 67.8 |
| Dry Density pcf % Moisture | | | | | | | | 200 | 3.8 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 0.0 % |
| Coarse sand, 2.0 to 0.42 mm. | 7.7 % | 7.7 % |
| Fine sand, 0.42 to 0.074 mm. | 88.5 % | 88.5 % |
| Silt, 0.074 to .02 mm. | 2.0 % | 2.0 % |
| Silt, 0.02 to 0.005 mm. | 0.9 % | 0.9 % |
| Clay, smaller than 0.005 mm. | 0.9 % | 0.9 % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- x☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x☐ Resident Engineer WC Ferguson
- ☐ District Engineer
- 2x☐ Files
- x V. Moore
- ~~x Scofield~~
- x Baker Redi-Mix

Remarks

John C. Jenkins
Engineer of Materials

Page 2 of 4

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Cement Treated Existing Roadway

Material Test Results

Laboratory No. 81-17465

Data Sheet No. 4504

Prefix 30-1080

Laboratory charge

Project Umatilla - Hermiston

Highway Umatilla - Stanfield

Contractor Baker Redi-Mix No. 9359

Date received 12-16-81

Submitted by W.C. Ferguson

Date reported

Source of Material Sta. 121+50, 40' Rt.

Sampled or inspected at Sample Aquired from Grade

To be used Cement Treated Existing Roadway Material

Sampled or inspected by K. Fickel 12-14-81

Quantity represented

---

Unconfined Compressive Strength Test; 7-Day Cure Using Oregon Type I Portland Cement:

| | | | |
|---|---|---|---|
| Portland Cement Content, % | 8.0 | 8.0 | 8.0 |
| Moisture at Mixing, % | 15.8 | * 16.6 | 17.5 |
| Dry Density, pcf | 104.6 | 105.1 | 107.0 |
| Compressive Strength, psi | 188 | 206 | 196 |
| Liquid Limit (T89) | NP | NP | NP |
| Plastic Index (T90) | NP | NP | NP |

NOTE: Test specimens were fabricated from passing No. 4 material which were mixed for compaction to simulate proposed field mixing conditions and compacted by the method found in the O.S.H.D. Mehtod for Determination of Maximum Density Curve for Cement Treated Base. * Sample at optimum moisture content.

---

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 2 ☒ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Weight of mix for fabrication of compressive strength specimens, 4 ± 0.2 inch height is approx. 1627 grams (1292 dry soil, 103 cement, and 232 water).

PAGE 3 OF 4

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
Cement Treated Existing Roadway
Material Test Results

Laboratory No. 81-17465
Data Sheet No. 4504
Prefix 30-1080
Laboratory charge

Umatilla - Hermiston

Umatilla - Stanfield

Bakmr Redi-Mix No 9359

Date received 12-16-81

W.C. Ferguson

Date reported

Sta. 121+50, 40' Rt.

Sampled at Sample Aquired from Grade

To be used Cement Treated Existing Roadway Material

Sampled and inspected by K. Fickel 12-14-81

Quantity represented

---

Unconfined Compressive Strength Test; 7-Day Cure Using Oregon Type I Portland Cement:

| | | | |
|---|---|---|---|
| Portland Cement Content, % | 10.0 | 10.0 | 10.0 |
| Moisture at Mixing, % | 15.8 | 16.1 | 17.0 |
| Dry Density, pcf | 106.2 | 106.7 | 106.6 |
| Compressive Strength, psi | 282 | 306 | 277 |
| Liquid Limit (T89) | NP | NP | NP |
| Plastic Index (T90) | NP | NP | NP |

NOTE: Test specimens were fabricated from passing No. 4 material which were mixed for compaction to simulate proposed field mixing conditions and compacted by the method found in the O.S.H.D. Mehtod for Determination of Maximum Density Curve for Cement Treated Base. * Sample at optimum moisture content.

---

REPORT TO

- F.H.W.A.
- Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Region Engineer
- Resident Engineer
- District Engineer
- Materials, Portland
- ✓ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Weight of mix for fabrication of compressive strength specimens, 4 ± 0.2 inch height is approx. 1647 grams (1290 dry soil, 129 cement, and 228 water).

Page 4 of 4

Form

OREGON ST HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Cement Treated Existing Roadway

Material Test Results

Laboratory No. 81-17465

Data Sheet No. 4504

Prefix 30-1080

Laboratory charge

Project Umatilla - Hermiston

Highway Umatilla - Stanfield

Contractor Baker Redi-Mix No. 9359

Date received 12-16-81

Submitted by W.C. Ferguson

Date reported

Source of Material Sta. 121+50, 40' Rt.

Sampled or inspected at Sample Aquired from Grade

To be used Cement Treated Existing Roadway Material

Sampled or inspected by K. Fickel 12-14-81

Quantity represented

Unconfined Compressive Strength Test; 7-Day Cure Using Oregon Type I Portland Cement:

| | | | |
|---|---|---|---|
| Portland Cement Content, % | 14.0 | 14.0 | 14.0 |
| Moisture at Mixing, % | 14.7 | 15.2 | 15.7 |
| Dry Density, pcf | 109.0 | 109.1 | 110.1 |
| Compressive Strength, psi | 569 | 553 | 600 |
| Liquid Limit (T89) | NP | NP | NP |
| Plastic Index (T90) | NP | NP | NP |

NOTE: Test specimens were fabricated from passing No. 4 material which were mixed for compaction to simulate proposed field mixing conditions and compacted by the method found in the O.S.H.D. Mehtod for Determination of Maximum Density Curve for Cement Treated Base. * Sample at optimum moisture content.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 2 ☒ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Weight of mix for fabrication of compressive strength specimens, 4 ± 0.2 inch height is approx. 1694 grams (1290 dry soil, 181 cement, and 223 water).

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Umatilla-Hermiston
Highway: Umatilla-Stanfield #54
County: Umatilla
Prefix: 30-1921
Res. Engr.

Date June 19, 1979
Twenty Year Traffic Coefficient 10.0
18 kip s.a. per day 319.3
R Value 35+
Frost Penetration 24"±
CBE Total Requirement 23.5"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 4.0" | A.C. | 8.0 |
| 10.0" | Soil Cement | 12.5 |
| 15.5" | | 23.5" |

## EXISTING ROADWAY

| | |
|---|---|
| 1.5" | A.C. (Final Stage) |
| 2.0" | A.C.O.L. with 1.0" extra allowance for leveling. |

Should substitutions be made, use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.25" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

- F.H.W.A.
- Location Engineer
- Construction Engineer
- Materials
- Region Engineer
- Resident Engineer
- Specifications Engineer
- Final Design Engineer
- Regional Geologist

Form 81-734-3048

TABULATION SHEE

OREGON STATE HIGHWAY
DIVISION

SHEET .......... OF .......... SHEE

SECTION: UMATILLA - HERMISTON
HIGHWAY: UMATILLA - STANFIELD #54
COUNTY: UMATILLA

TRAFFIC DATA: 1979

| YEAR | | | EWL | T.C. | CBE Req. | Eval. Defl. | A.C.O.L |
|---|---|---|---|---|---|---|---|
| 1979 | | | 1,421,800 | $7^{\underline{0}}$ | | | |
| 19 | | | | | | | |
| 19 | | | | | | | |
| 19 | | | | | | | |
| 19 | | | | | | | |
| 19 | 5 Year | | | | | | |
| 1989 | 10 Year | | 14,218,000 | $9^{\underline{2}}$ | 21.5" | 0.027 | 2.5" |
| 1999 | 20 Year | | 28,436,000 | $10^{\underline{0}}$ | 23.5" | 0.027 | 3.0" |

# TRAFFIC ANALYSIS

FROM ALAN MICKEY 5-24-79
AS IF I-82 CONSTRUCTED

SECTION: UMATILLA-HERMISTON
HIGHWAY: UMATILLA-STANFIELD #54
COUNTY: UMATILLA

6700 Present ADT (1979)

$7^{3}$ Percent Trucks

| AXLES | TWO WAY TRUCK ADT | 20 YR. EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ONE WAY EWL | AVERAGE ANNUAL EWL |
|---|---|---|---|---|---|---|
| 2 | 155 | $1^{6}$ | 248 | 202 | 425 | 85,850 |
| 3 | 85 | $1^{6}$ | 136 | 111 | 1400 | 155,400 |
| 4 | 5 | $1^{6}$ | 8 | 7 | 1850 | 12,950 |
| 5 | 235 | $1^{6}$ | 376 | 306 | 3650 | 1,116,900 |
| 6 | 10 | $1^{6}$ | 16 | 13 | 3900 | 50,700 |
|  | 490 |  | $784^{00}$ | 639 TOTAL |  |  |

TOTAL AVERAGE ANNUAL DESIGN EWL 1,421,800

20 YEAR EWL 28,436,000

TRAFFIC COEFFICIENT $10^{0}$

# TRAFFIC ANALYSIS

SECTION: UMATILLA-HERMISTON
HIGHWAY: UMATILLA-STANFIELD #54
COUNTY: UMATILLA

FROM ALAN MICKEY 5-24-79
AS IF I-82 CONSTRUCTED

6700 Present ADT (1979)
7$^{\underline{3}}$ Percent Trucks

| AXLES | TWO WAY TRUCK ADT | 20 YR. EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ANNUAL ONE WAY 18 kip s.a. | AVERAGE ANNUAL 18 kip s.a. |
|---|---|---|---|---|---|---|
| 2 | 155 | 1$^{\underline{6}}$ | 248 | 202 | 36.5 | 7,373 |
| 3 | 85 | 1$^{\underline{6}}$ | 136 | 111 | 119.5 | 13,265 |
| 4 | 5 | 1$^{\underline{6}}$ | 8 | 7 | 157.0 | 1,099 |
| 5 | 235 | 1$^{\underline{6}}$ | 376 | 306 | 296.0 | 90,576 |
| 6 | 10 | 1$^{\underline{6}}$ | 16 | 13 | 325.0 | 4,225 |
|  |  |  |  | 639 TOTAL |  |  |

18 kip s.a./day 319
TOTAL AVERAGE ANNUAL 18 kip s.a. 116,538
TWENTY YEAR 18 kip s.a. 2,330,760
RATIO

orm E-40

**OREGON STATE HIGHWAY**
**DIVISION**

**TABULATION SHEET**

**SHEET ........... OF ........... SHEETS**

SECTION: Umatilla-Hermiston
HIGHWAY: Umatilla-Hermiston
COUNTY: Umattilla
Deflection Date: 8-26-80

Defl.

Average Deflection = $0^{\underline{029}}$

Evaluated (80%) _WT = $0^{\underline{032}}$

Traffic Coefficient = $10^{\underline{0}}$

1979 - 1999
Twenty Year E.W.L. = 28,436,000

Tolerable Deflection =

(Calculation =

Percent Reduction Required =

Crushed Base Equivalent Requirement =

Asphaltic Concrete Overlay Required = $3^{\underline{5}}$

Page 1 of 2

REGON STATE HIGHWAY DIVISI

Materials Section

# Laboratory Report

No 3912

| | | | |
|---|---|---|---|
| Project | Umatilla - Hermiston | Laboratory No. Prefix No. | 30-1921-910 |
| Highway | Umatilla - Stanfield | County | Umatilla |
| Contractor | | Contract No. | |
| | | F. A. Project No. | |
| Submitted by | J. Hagadorn | Date Reported | 5-12-76 |
| | | Laboratory Charges | 208.00 |

One Sack # 1

**REPORT ON SAMPLE OF** SOIL

| | | | |
|---|---|---|---|
| Source of material | Station 220 | Data No. | 14865 |
| Sampled or inspected at | depth: | Date received | 4/12/76 |
| To be used | Subgrade | Quantity represented | |
| Sampled or inspected by | Moore & Cochran 4/7/76 | | |

## TEST RESULTS

OIL CONSTANTS

| | |
|---|---|
| L. T-89 | NP (Non Det) |
| I. T-90 | NP |
| Gr. (Le Chat.) | 2.79 |
| and Equiv. | |
| lass. M-145 | A-3 |
| rganic % | |
| at. Moist. % | |
| os Angeles Abrasion T-96 | |
| Grading % Wear | |
| regon Degradation | |
| P20 %, Ht. in. | |

Expansion Pressure and "R" Value T-190

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | | | | | |
| Exudation Press. psi | | | | | |
| Expansion Pres. CT in | | | | | |
| Displacement | | | | | |
| Compaction, psi | | | | | |
| "R" Value | | | | | |
| Density pcf | | | | | |
| Water loss ml. | | | | | |
| Comp. water loss at blows | | | | | |

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 | |
| 3 | |
| 2 | |
| 1½ | 100.0 |
| 1 | 99.8 |
| ¾ | 99.7 |
| ½ | 99.6 |
| ⅜ | 99.5 |
| ¼ | 99.4 |
| 4 | 99.2 |
| 10 | 99.0 |
| 40 | 73.2 |
| 60 | 21.4 |
| 200 | 3.1 |

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf % Moisture

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample | |
|---|---|---|---|
| Particles larger than 2.0 mm. | % | 1.0 % | |
| Coarse sand, 2.0 to 0.42 mm. | 26.0 % | 25.8 % | 95.9 |
| Fine sand, 0.42 to 0.074 mm. | 70.8 % | 70.1 % | |
| Silt, 0.074 to .02 mm. | 0.6 % | 0.6 % | |
| Silt, 0.02 to 0.005 mm. | 0.6 % | 0.6 % | |
| Clay, smaller than 0.005 mm. | 2.0 % | 1.9 % | |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer Hagedorn
- ☐ District Engineer
- 2X ☐ Files
- X V. Moore
- X Gregg

Remarks

John C. Jenkins

Engineer of Materials

SP*86056-734

Page 2 of 2

Form 81-734-3000

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

Cement Treated Soil

Laboratory No. 76-3912
Data Sheet No. 14865
Prefix 30-1921-910
Laboratory charge
Date received 4/12/76
Date reported

Project Umatilla - Hermiston
Highway Umatilla - Stanfield
Contractor
No.
Submitted by J. Hagadorn
Source of Material Station 220
Sampled or inspected at
To be used Subgrade
Sampled or inspected by Moore & Cochran 4/7/76
Quantity represented

Unconfined Compressive Strength Test: 7-Day Cure Using Oregon Type I Portland Cement:

| | | | | | | |
|---|---|---|---|---|---|---|
| Portland Cement Content, % | 5.0 | 5.0 | 5.0 | 9.0 | 9.0 | 9.0 |
| Moisture At Mixing, % | 14.8 | *15.3 | 16.0 | 13.5 | *14.0 | 14.9 |
| Dry Density, pcf | 107.5 | 107.1 | 105.9 | 110.3 | 109.4 | 108.9 |
| Compressive Strength, psi | 134.8 | 128.5 | 123.7 | 354.9 | 362.8 | 327.8 |

NOTE: Test specimens were fabricated from passing No. 4 material and compacted by the method found in the O.S.H.D. Method for Determination of Maximum Density Curve for Cement Treated Base.

* Samples at optimum moisture content.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☒ Files

SP*80063-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Page 1 of 2

REGON STATE HIGHWAY DIVISIO

Materials Section

# Laboratory Report

Laboratory No. 76-3913

Prefix No. 30-1921-910

Project Umatilla - Hermiston

Highway Umatilla - Stanfield

County Umatilla

Contractor

Contract No.

F. A. Project No.

Submitted by J. Hagadorn

Date Reported 5-12-76

Laboratory Charges 208.00

One Sack # 2

REPORT ON SAMPLE OF SOIL

Source of material Station 166

Sampled or inspected at depth:

Data No. 14865

To be used Subgrade

Date received 4/12/76

Sampled or inspected by Moore & Cochran 4/7/76

Quantity represented

## TEST RESULTS

SOIL CONSTANTS

L. L. T-89 NP (Non Pel)

P. I. T-90 NP

Sp. Gr. (Le Chat.) 2.80

Sand Equiv.

Class. M-145 A-3

Organic %

Nat. Moist. %

Los Angeles Abrasion T-96

Grading % Wear

Oregon Degradation

P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | | | | | |
| Exudation Press. psi | | | | | |
| Expansion Pres. CT in | | | | | |
| Displacement | | | | | |
| Compaction, psi | | | | | |
| "R" Value | | | | | |
| Density pcf | | | | | |
| Water loss ml. | | | | | |
| Comp. water loss at blows | | | | | |

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 | |
| 3 | |
| 2 | |
| 1½ | |
| 1 | |
| ¾ | 100.0 |
| ½ | 100.0 |
| ⅜ | 99.9 |
| ¼ | 99.9 |
| 4 | 99.9 |
| 10 | 99.9 |
| 40 | 89.3 |
| 60 | 49.3 |
| 200 | 5.5 |

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf % Moisture

HYDROMETER ANALYSIS:

| | Passing No. 10 | | Total Sample | |
|---|---|---|---|---|
| Particles larger than 2.0 mm. | % | 0.1 | % | |
| Coarse sand, 2.0 to 0.42 mm. | 10.6 % | 10.6 | % | 94.4 |
| Fine sand, 0.42 to 0.074 mm. | 83.9 % | 83.8 | % | |
| Silt, 0.074 to .02 mm. | 4.3 % | 4.3 | % | |
| Silt, 0.02 to 0.005 mm. | 0.0 % | 0.0 | % | |
| Clay, smaller than 0.005 mm. | 1.2 % | 1.2 | % | |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer Hagedorn
- ☐ District Engineer
- 2X ☐ Files
- X V. Moore
- ~~X~~ Gregg

Remarks

John C. Jenkins

Engineer of Materials

SP*66036-134

Page 2 of 2

Form 81-734-3000

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

Cement Treated Soil

Laboratory No. 76-3913
Data Sheet No. 14865
Prefix 30-1921-910
Laboratory charge

Date received 4/12/76
Date reported

Project Umatilla - Hermiston
Highway Umatilla - Stanfield
Contractor No.
Submitted by J. Hagadorn
Source of Material Station 166
Sampled or inspected at
To be used Subgrade
Sampled or inspected by Moore & Cochran 4/7/76
Quantity represented

Unconfined Compressive Strength Test: 7-Day Cure Using Oregon Type I Portland Cement:

| | | | | | | |
|---|---|---|---|---|---|---|
| Portland Cement Content, % | 5.0 | 5.0 | 5.0 | 9.0 | 9.0 | 9.0 |
| Moisture At Mixing, % | 14.6 | * 15.0 | 15.4 | 13.6 | * 14.0 | 14.8 |
| Dry Density, pcf | 108.7 | 109.1 | 109.7 | 110.6 | 112.4 | 111.9 |
| Compressive Strength, psi | 210.1 | 221.8 | 231.8 | 451.7 | 531.6 | 511.8 |

NOTE: Test specimens were fabricated from passing No. 4 material and compacted by the method found in the O.S.H.D. Method for Determination of Maximum Density Curve for Cement Treated Base.

* Samples at optimum moisture content.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☒ Files

SP*66083-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Page 1 of 2

# REGON STATE HIGHWAY DIVISIO

Materials Section

## Laboratory Report

| | | | |
|---|---|---|---|
| Project | Umatilla - Hermiston | Laboratory No. | 76-3914 |
| | | Prefix No. | 30-1921-910 |
| Highway | Umatilla - Stanfield | County | Umatilla |
| Contractor | | F. A. Project No. | |
| | Contract No. | Date Reported | 5-12-76 |
| Submitted by | J. Hagadorn | Laboratory Charges | 203.00 |

One Sack #3

REPORT ON SAMPLE OF SOIL

| | | | |
|---|---|---|---|
| Source of material | Station 94 | Data No. | 14865 |
| Sampled or inspected at | depth: | Date received | 4/12/76 |
| To be used | Subgrade | Quantity represented | |
| Sampled or inspected by | Moore & Cochran 4/7/76 | | |

### TEST RESULTS

| OIL CONSTANTS | | Expansion Pressure and "R" Value T-190 | | | | | |
|---|---|---|---|---|---|---|---|
| L. T-89 | NP (Non Det) | Moisture % | | | | | |
| I. T-90 | NP | Exudation Press. psi | | | | | |
| p. Gr. (Le Chat.) | 2.79 | Expansion Pres. CT in | | | | | |
| and Equiv. | | Displacement | | | | | |
| lass. M-145 | A-2-4 | Compaction, psi | | | | | |
| rganic | % | "R" Value | | | | | |
| at. Moist. | % | Density pcf | | | | | |
| os Angeles Abrasion | T-96 | Water loss ml. | | | | | |
| Grading | % Wear | Comp. water | | | | | |
| regon Degradation | | loss at blows | | | | | |
| P20 %, Ht. in. | | | | | | | |

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf % Moisture

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 | |
| 3 | |
| 2 | |
| 1½ | |
| 1 | |
| ¾ | |
| ½ | |
| ⅜ | |
| ¼ | |
| 4 | 100.0 |
| 10 | 99.9 |
| 40 | 78.3 |
| 60 | 61.3 |
| 200 | 25.7 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample | |
|---|---|---|---|
| Particles larger than 2.0 mm. | % | 0.1 % | |
| Coarse sand, 2.0 to 0.42 mm. | 21.6 % | 21.6 % | 74.2 |
| Fine sand, 0.42 to 0.074 mm. | 52.7 % | 52.6 % | |
| Silt, 0.074 to .02 mm. | 25.1 % | 25.1 % | |
| Silt, 0.02 to 0.005 mm. | 0.6 % | 0.6 % | |
| Clay, smaller than 0.005 mm. | 0.0 % | 0.0 % | |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☑ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer Hagedorn
- ☐ District Engineer
- 2X ☐ Files
- X V. Moore
- X Gregg

Remarks

John C. Jenkins

Engineer of Materials

SP*68036-134

Page 2 of 2

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Cement Treated Soil

Laboratory No. 76-3914
Data Sheet No. 14865
Prefix 30-1921-910
Laboratory charge
Date received 4/12/76
Date reported

Project Umatilla - Hermiston
Highway Umatilla - Stanfield
Contractor No.
Submitted by J. Hagadorn
Source of Material Station 94
Sampled or inspected at
To be used Subgrade
Sampled or inspected by Moore & Cochran 4/7/76
Quantity represented

Unconfined Compressive Strength Test: 7-Day Cure Using Oregon Type I Portland Cement:

| | | | | | | |
|---|---|---|---|---|---|---|
| Portland Cement Content, % | 5.0 | 5.0 | 5.0 | 9.0 | 9.0 | 9.0 |
| Moisture At Mixing, % | 14.3 | *14.8 | 15.5 | 13.7 | *14.1 | 15.0 |
| Dry Density, pcf | 110.6 | 110.8 | 110.7 | 113.5 | 113.2 | 113.9 |
| Compressive Strength, psi | 221.0 | 226.5 | 212.1 | 515.7 | 474.4 | 546.4 |

NOTE: Test specimens were fabricated from passing No. 4 material and compacted by the method found in the O.S.H.D. Method for Determination of Maximum Density Curve for Cement Treated Base.

* Samples at optimum moisture content.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2☒ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

SP*66085-734

Page 1 of 2

OREGON STATE HIGHWAY DIVISI
Materials Section

# Laboratory Report

| | | | |
|---|---|---|---|
| | | Laboratory No. | 76-3915 |
| Project | Umatilla - Hermiston | Prefix No. | 30-1921-910 |
| Highway | Umatilla - Stanfield | County | Umatilla |
| Contractor | Contract No. | F. A. Project No. | |
| Submitted by | J. Hagadorn | Date Reported | 5-12-76 |
| | | Laboratory Charges | 208.00 |

One Sack # 4 **REPORT ON SAMPLE OF** SOIL

| | | | |
|---|---|---|---|
| Source of material | Station 58 | Data No. | 14865 |
| Sampled or inspected at depth: | | Date received | 4/12/76 |
| To be used | Subgrade | Quantity represented | |
| Sampled or inspected by | Moore & Cochran 4/7/76 | | |

## TEST RESULTS

| SOIL CONSTANTS | | Expansion Pressure and "R" Value T-190 | | | | | | Mech. Anal. T-88 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Sieve Size | % Passing |
| L. L. T-89 | NP ([illegible]) | Moisture % | | | | | | 4 | |
| P. I. T-90 | NP | Exudation Press. psi | | | | | | 3 | |
| Sp. Gr. (Le Chat.) | 2.77 | Expansion Pres. CT in | | | | | | 2 | |
| Sand Equiv. | | Displacement | | | | | | 1½ | |
| Class. M-145 | A-4 | Compaction, psi | | | | | | 1 | 100.0 |
| Organic | % | "R" Value | | | | | | ¾ | 99.9 |
| Nat. Moist. | % | Density pcf | | | | | | ½ | 99.4 |
| Los Angeles Abrasion | T-96 | Water loss ml. | | | | | | ⅜ | 99.1 |
| Grading | % Wear | Comp. water | | | | | | ¼ | 98.7 |
| Oregon Degradation | | loss at blows | | | | | | 4 | 98.5 |
| P20 %, Ht. in. | | | | | | | | 10 | 97.8 |
| | | | | | | | | 40 | 93.3 |
| Moist.-Density Relations | | | | | | | | 60 | 88.6 |
| T-99 ☐ T-180 ☐ Harvard ☐ | | | | | | | | 200 | 39.5 |
| Dry Density pcf % Moisture | | | | | | | | | |

| HYDROMETER ANALYSIS: | Passing No. 10 | | Total Sample | |
|---|---|---|---|---|
| Particles larger than 2.0 mm. | | % | 2.2 | % |
| Coarse sand, 2.0 to 0.42 mm. | 4.6 | % | 4.5 | % 58.3 |
| Fine sand, 0.42 to 0.074 mm. | 55.1 | % | 53.8 | % |
| Silt, 0.074 to .02 mm. | 37.0 | % | 36.2 | % |
| Silt, 0.02 to 0.005 mm. | 1.7 | % | 1.7 | % |
| Clay, smaller than 0.005 mm. | 1.6 | % | 1.6 | % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer Hagedorn
- ☐ District Engineer
- 2X ☐ Files
- X V. Moore
- X Gregg

Remarks

John C. Jenkins
Engineer of Materials

Page 2 of 2

Form 81-734-3080

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

Cement Treated Soil

Laboratory No. 76-3915
Data Sheet No. 14865
Prefix 30-1921-910
Laboratory charge
Project Umatilla - Hermiston
Highway Umatilla - Stanfield
Contractor No.
Date received 4/12/76
Submitted by J. Hagadorn
Date reported
Source of Material Station 58
Sampled or inspected at
To be used Subgrade
Sampled or inspected by Moore & Cochran 4/7/76
Quantity represented

Unconfined Compressive Strength Test: 7-Day Cure Using Oregon Type I Portland Cement:

| | | | | | | |
|---|---|---|---|---|---|---|
| Portland Cement Content, % | 5.0 | 5.0 | 5.0 | 9.0 | 9.0 | 9.0 |
| Moisture At Mixing, % | 14.9 | * 15.8 | 16.6 | 14.6 | * 15.1 | 15.9 |
| Dry Density, pcf | 108.8 | 108.1 | 108.3 | 110.4 | 110.1 | 109.8 |
| Compressive Strength, psi | 305.7 | 285.3 | 274.1 | 532.1 | 520.7 | 503.6 |

NOTE: Test specimens were fabricated from passing No. 4 material and compacted by the method found in the O.S.H.D. Method for Determination of Maximum Density Curve for Cement Treated Base.

* Samples at optimum moisture content.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☑ Files

SP*68063-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

9359

# STATE COPY

cy: OSHD (H S Coulter)

3-1-82

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>3-1-82 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO. F-81(5)<br>and HES-18(3) |

IN COMPANY WITH W. Ferguson, Project Manager, R. Hector, Region 5 Construction Engineer, OSHD

LOCATION Extends from the junction with the Columbia River Highway (U.S. 730) near the City of Umatilla, southerly approximately 4.79 miles to Elm Street in the City of Hermiston, Umatilla County, Oregon

CONTRACTOR NAME AND ADDRESS
Baker Redi-Mix Inc., East "H" Street, Baker, Oregon 97814

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>9-23-81 | CONTRACT AMOUNT<br>$2,213,352.00 | TIME ALLOWED<br>425 calendar days | TIME STARTED<br>10-7-81 | WORK STARTED<br>11-10-81 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>36 | WORK COMPLETED<br>26 | |

RECEIVED
STATE HWY ENGR
MAR 15 '82
REFER TO
Keasey
FOR
Info Inves R/D [✓ D/R] Sign Act File

cy
3-15

REMARKS

### UMATILLA - HERMISTON SECTION
### UMATILLA - STANFIELD HIGHWAY
### Grading, Paving and Signals

This project provides for the widening and resurfacing of the existing highway to include a continuous median turn lane through the project length and two additional travel lanes along the southerly portion of the project. Also included is the construction of curbs, storm sewer systems, and traffic signals at the Columbia River Highway - Hermiston/Stanfield Highway junction.

Work Completed

Most of the drainage work requiring pavement cuts has been completed. Approximately 70 percent of the grading is complete.

Work in Progress

The prime contractor was working on manholes and patching pipe crossings. A subcontractor, Grant Construction, was producing paving aggregates.

Comments

All the excavations on the project have encountered a fine sand material.

(continued)

This material has been used to make most of the fills on the project. The material is very subject to wind erosion. From previous experience with this material, it is evident that extensive wind and water erosion would occur without proper positive protection. Very successful stabilization results have been achieved using a gravel blanket. Price Agreement No. 10 includes a 3" gravel blanket on all sand cuts and fills on the project at an anticipated cost of $27,000 (3000 c.y. @ $9.00/yd.).

The results of the erosion control work done to date are very good.

A subcontractor, Grant Construction, has been producing paving aggregates from the prospective gravel pit located at the north end of the project. Production began on February 22 (Monday) and by February 24 (Wednesday) it was evident that the 1/4-0 material as was being produced could not be blended with the coarse aggregates to produce a satisfactory combined asphaltic concrete mix. Some 6000 tons had been produced. The subcontractor then shut down and started again using a scalping screen. The results of tests made on material produced after using the scalping screen are more satisfactory. The material produced earlier is stockpiled separately and will not be included in the newer 1/4-0 material stockpile.

The project called for a cement treated base on the widened portions of the work. However, recent tests of the sand material to be treated have indicated that cement treatment may not be economical (see attached reports). It appears a rather large cement content would be necessary to obtain anywhere near the desired design strengths. Several options are available. They are 1) emulsion treatment in lieu of cement, and 2) using a combination of pit run gravels and crushed base material. The pit run gravels are readily available in the pit at the north end of the project. The existing road which shows very little sign of distress and has been in service many years, was constructed of pit run gravels and was surfaced with an oil mat.

These options are under active review at the present time.

Attachments

9359 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-11-82

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-81(5)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00121

2A. COUNTY NAME
Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/30/81

8. FEDERAL ROUTE NUMBER
Primary 81

9. STATE ROUTE NUMBER
Primary 54

10. GENERAL LOCATION:
Umatilla - Hermiston Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's 12/30/81 letter this will confirm the advance approval date of 12/30/81 to proceed with the actual adjustments for the Umatilla Electric Cooperative's power pole relocation on an actual cost basis estimated to be $407 Federal Funds $359.

I approve the Agreement with Umatilla Electic Cooperative.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO
[illegible]
FOR
Info

14. DATE
1/11/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9359

L.

NOTED
E. S. HUNTER

ROW 18-4

December 30, 1981

RECEIVED
TECHNICAL SERVICES

DEC 31 '81

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Power Pole Relocation
Umatilla Electric Cooperative
Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County
Project No. F-81(5)

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative's facilities dated December 11, 1981, and a sketch showing their proposed relocation.

A certification prepared by Harlin Gerlach as to the Cooperative's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Cooperative was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 30, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $407.

DES/JMC/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright

9359

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>10-63 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla |
| MODIFICATION NUMBER<br>1 | 10-9-81 | Project Number<br>HES-18(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 9,400.00 | $ 70,912.00 |
| Federal funds | $ 8,640.00 | $ 63,820.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 19 81.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec. Asst. to State Hwy. Engr.
*(Title)*

XXX For: H.S. Coulter
By

State Highway Engineer
*(Title)*

By __________

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 6, 1981

Federal Aid Project
No. HES-18(3)

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla Highway

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 9,600.00 |

Type Code Y031
Traffic Signal (Columbia R. Hwy. at Umatilla/Stanfield Hwy.)

| | | |
|---|---|---|
| Traffic Signal Installation Complete | All Required | $54,000.00 |

Anticipated Items

| | | |
|---|---|---|
| State Furnished Signal Program | All Required | $ 500.00 |
| SUBTOTAL ------------------------------------ | | $54,500.00 |
| Engineering ---------------------------------- | | 4,812.00 |
| Signal Controller Testing (Engineering)----- | | 2,000.00 |
| | | $61,312.00 |

Length of Project -------- 0.00 miles

SUMMARY OF FUNDS (90%)

| Description | Total Funds | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,600.00 | $ 8,640.00 | $ 960.00 |
| Traffic Signal | 61,312.00 | 55,180.00 | 6,132.00 |
| TOTAL | $70,912.00 | $63,820.00 | $7,092.00 |

| | |
|---|---|
| Group 2 | 03% |
| Contract No. | 9359 |
| Prefix: | 30-1966 (P.E.)<br>30-1080 (Constr.) |

STATE COPY OMB No. 04-R2089 L.

| | | |
|---|---|---|
| T[illegible] COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>12-70 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11/26/80 | regon<br>County<br>Umatilla<br>Project No.<br>HES-18(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 730, Jct. US 395 (SR 54)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 11-7-80 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 90.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 9,600.00 | $ 8,640.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By D E Swan

for Asst. State Highway Engineer
*(Title)*

XX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G.L. Green

Date executed by Division Administrator NOV 26 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 20, 1980

Federal Aid Project
No. HES-18(3)

Columbia River Highway @ Umatilla/Stanfield Hwy. (Umatilla) Section
US 730 in Umatilla County

## PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $9,600.00 |
| | TOTAL | $9,600.00 |

Length of Project ------------- 0.0 mi.

### SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,600.00 | $ 8,640.00 | $ 960.00 |
| Retain in Program Status | | | |
| Contract Work | 90,000.00 | 81,000.00 | 9,000.00 |
| TOTAL | $99,600.00 | $89,640.00 | $ 9,960.00 |

Group 1-100%
Prefix 30-1966

9359

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L Brant

1/2

Sept. 3, 1981 Bid Letting | All Clear Deadline

Col. R. Hwy @ Umatilla/Stanfield Hwy and
SECTION Umatilla-Hermiston Section
Highway Umatilla-Stanfield and Columbia River Hwy
County Umatilla Region V
Type of Work G-P-O'lay-Wid-S Funds FA & HES
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const Noise

2 Exc

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☐ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

July 23, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00121
Project No. F-81(5)
Umatilla-Hermiston Section
Umatilla County

Attached support data consists of PR-1 forms with project maps.

A copy of the State Clearinghouse A-95 review conclusions were forwarded previously.

This project is expected to be funded from the 20% of the FY 1981 limitation withheld from distribution until after August 1.

DRH:bkc
Attachments

cc: W.E. Schwartz
✓ General Files

Form 734 3122

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 23, 1981

TO: Executive Department
Federal Aid Coordination Unit

**Original Signed By
D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 00121 | F-81(5) | Umatilla-Hermiston<br>#8006-2-560 |

DRH:bkc
Enc.

cc: Dale E. Wilken (FHWA)

9359

STATE OF OREGON
Highway - Traffic

**INTEROFFICE MEMO**

TRA 7-10

**DATE:** April 29, 1981

**TO:** W. J. Hart
Bridge Engineer

**FROM:** L. E. George
Traffic Engineer

**SUBJECT:** Proposed Illumination
Umatilla-Hermiston Section
Hermiston-Stanfield North City Limits Section
Stanfield North City Limits-Stanfield Interchange Section
Umatilla-Stanfield Highway No. 54
Umatilla County

NOTED
E. S. HUNTER

The above named projects have been reviewed for roadway illumination. Illumination will not be installed on these projects.

We will install illumination at the intersection of the Umatilla-Stanfield and Columbia River Highways as part of the traffic signal project (HES-Combination).

Region does agree with installing minimum lighting at this intersection.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:ds

cc: E. S. Hunter
J. H. Versteeg
W. E. Schwartz

RECEIVED
TECHNICAL SERVICES
APR 30 '81
REFER TO
FOR

| Info | Inves | R/D | D/R | [illegible] | Apr | File |
|---|---|---|---|---|---|---|
| | | | | | | |

9359

4.

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST TION

4-24-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00121

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/24/81

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:
Umatilla - Hermiston Section

11. GENERAL DESCRIPTION OF WORK
Program change and relocation assistance

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
Relocation assistance
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 4/15/81 I approve the program change adding relocation assistance to the character of proposed work. Also, as requested, I approve the relocation plan dated April 2, 1981 and accept the assurances as set forth in your letter of April 23, 1981. You are now authorized to proceed with the relocation assistance for file No. 51095 at a TEC of $10,000 Federal Funds $ 8,815.

(The above authorization does not require additional obligation of funds)

Orig to:
4 30 81

RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE 4/24/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9359 2

**STATE OF OREGON** **INTEROFFICE MEMO**

Highway - Traffic

TRA 16-1

TO: H. S. Coulter
State Highway Engineer

DATE: April 24, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Illumination
Umatilla-Hermiston Section
Hermiston-Stanfield North City Limits Section
Stanfield North City Limits-Stanfield Interchange Section
Umatilla-Stanfield Highway No. 54
Umatilla County

We have reviewed the above sections of the Umatilla-Stanfield Highway for roadway illumination.

We recommend that illumination be installed at the intersection of the Umatilla-Stanfield and Columbia River Highways, because at night there is a problem of delineation at this intersection.

Minimum lighting can be installed on our traffic signal project at this intersection.

The remainder of the highway has some existing illumination in the Cities of Hermiston and Stanfield for which we recommend no additions or changes at this time.

We request your approval to add illumination to the Columbia River Highway at Umatilla-Stanfield Highway (HES Combination) traffic signal project.

APPROVED assuming Region supports request 4-28-81
H. S. Coulter
STATE HIGHWAY ENGINEER
DATE: 4/28/81

L. E. George
L. E. George
Traffic Engineer

VLT:ds

cy [illegible]

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO
FOR
Info | | | | | Act | File

Scott

Should we be installing
unless there is a
critical overriding need since
we are also turning off
existing lighting?

9359

54

STATE OF OREGON

**INTEROFFICE MEMO**

**TO:** J. H. Versteeg, Engineer
Engineering Section

**DATE:** March 24, 1981

**SUBJECT:** File #51100 - Kik
File #51108 - Traner
Umatilla - Hermiston Section
Umatilla Stanfield Highway

On file #51100 we have determined that the slope easement will not be required. Please have this file cancelled.

On file #51108, parcel #2, the owner objects to granting permanent easement for slopes but is agreeable to giving a temporary Construction easement. We have determined that our slopes do not encroach that much into the easement area and would recommend that a temporary Construction easement is adequate. Please have the easement of parcel #2 changed.

Warren E. Schwartz
W. E. Schwartz
Region Engineer

WES/dp
cc: Harold Brainerd
Bill Ferguson
Jack Elliot

REFERRED TO
Board
Stoudenmeyer
Cole
1 Mann AEM
Watson
Erikson
Lau
Hager
Dorn
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

1 Verstoeg ✓
Anderson
2 Christensen Lw
Olson
Sullivan
Terpin
Trout
3 Wakerlig

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MAR 26 1981
ROAD DESIGN SECTION

Do Not File ☐
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Action

Contains Recycled Materials
81-125-1387

9359 3-6-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-30-002(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RS-81

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/13/81

8. FEDERAL ROUTE NUMBER Primary 54

9. STATE ROUTE NUMBER Secondary 30-002

10. GENERAL LOCATION:
Umatilla - Hermiston Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/19/81 this will confirm the advance approval date of 1/13/81 for program change adding to the character of proposed work Archeological salvage and authorization to proceed at a TEC of $1,385 Federal Funds $1,188.

A signed copy of the agreement is returned herewith.

(The above authorization does not require an additional obligation of funds)

RECEIVED
STATE HWY ENGR
MAR 12 '81
REFER TO
[illegible]
FOR

14. DATE 3/6/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9359

54

ROAD DESIGN SECTION

ENV 3

Tony George, Engineering Coordinator
Environmental Section

February 9, 1981

ADOlson

A. D. Olson
Preliminary Design Engineer

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

A wood or concrete wall placed at the right-of-way or proposed slope easement line would appear to be the most feasible type of noise barrier for this project. The proposed slope easements would need to be revised to fee takings (right-of-way) if a wall is to be placed on them.

Concrete walls can be constructed with concrete blocks or precast concrete panels. Both walls cost approximately the same to construct.

Wood walls have a lower initial construction cost; however, concrete walls require a minimum of maintenance and have a useful life of fifty years plus. A wood wall is a high-maintenance wall and has a maximum expected life of twenty years. This should be considered in any comparison of cost.

Concrete wall costs vary from $127 per lineal foot for a 6-foot high wall to $231 per lineal foot for a 12-foot high wall. Wood walls vary in cost from $72 per lineal foot for a 6-foot high wall to $121 per lineal foot for a 12-foot high wall.

The following estimated wall heights are based on breaking the line of sight by approximately two feet:

Estimated Construction Costs

| Sound Wall | Height | Length | Concrete | Wood |
|---|---|---|---|---|
| 1 | 10 - 15' | 170' | $40,000 | $25,000 |
| 2 | 4 - 7' | 300' | $40,000 | $20,000 |
| 3 | 6 - 8' | 165' | $25,000 | $15,000 |
| 4 | 7 - 10' | 385' | $55,000 | $35,000 |
| 5 | 6 - 10' | 270' | $40,000 | $25,000 |

✓ Verstoeg
Anderson
Christensen
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Sullivan
Terpin
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Sound Wall No. 1 costs include $3,000 for a safety barrier and Sound Wall No. 4 costs include $1,000 for a safety barrier.

There would be no apparent adverse impact to the road design by constructing these sound walls.

This would be a Type 1-B project.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

## INTEROFFICE MEMO

ENV 3

**TO:** J. H. Versteeg
Head of Engineering

**DATE:** January 27, 1981

**FROM:** A. J. George, Engineering Coordinator
Environmental Section

~~ORIGINAL SIGNED BY~~
[redacted] JR.

ORIGINAL SIGNED BY
ANTHONY J. GEORGE JR.

**SUBJECT:** Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

Attached is a map showing the general location of prospective sound walls on the subject project. Would you please analyze the barriers presented, and provide us with engineering feasibility and rough cost estimate for each alternative sound wall material such as wood and concrete. This information is needed so that we may complete our noise study report for this project.

| Wall | Station | Length | Height | Approximate Dist. from Road C |
|---|---|---|---|---|
| 1 | 229+00-230+70 Lt. | 170' | 8-12' | 50' |
| 2 | 217+60-220+60 Rt. | 300' | 6-10' | 90' |
| 3 | 208+35-210+00 Rt. | 165' | 6-10' | 55' |
| 4 | 179+15-183+00 Rt. | 385' | 6-10' | 50' |
| 5 | 180+30-183+00 Lt. | 270' | 6-10' | 50' |

Aerial mosaics, detail mapping, and project photos are available for your use. Your assistance is appreciated.

AJG:JM:lb

Attachment

cc: A. Olson, Engineering

Versteeg
Anderson
Christ[illegible]
[✓ Olson]
Sullivan
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T[illegible]
Wakerig

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JAN 29 1981
ROAD DESIGN
SECTION

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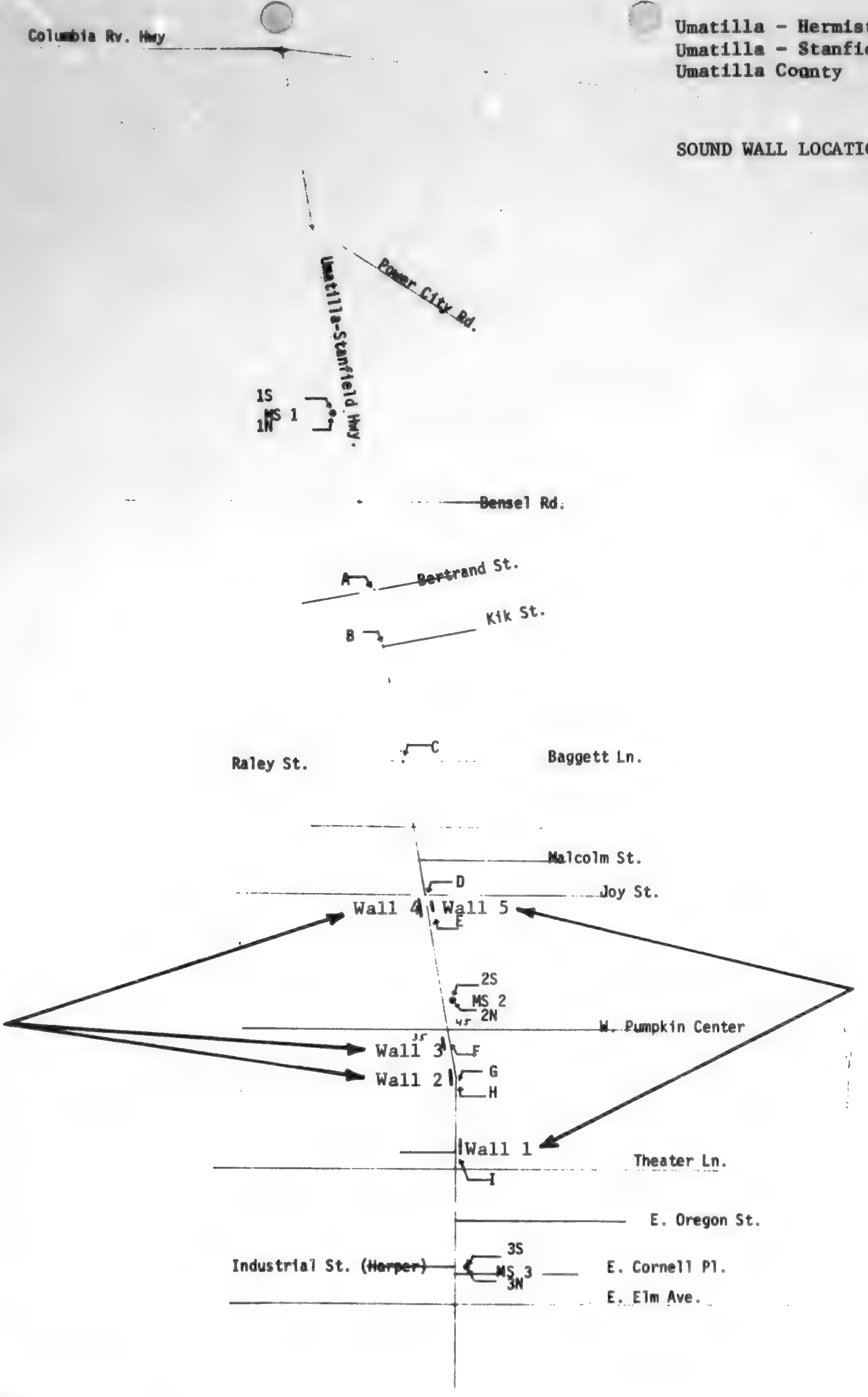
Actio[illegible]

Umatilla - Hermiston Section
Umatilla - Stanfield Hwy.
Umatilla County

## SOUND WALL LOCATIONS


Columbia Rv. Hwy
Power City Rd.
Umatilla-Stanfield Hwy.
1S
MS 1
1N
Bensel Rd.
A
Bertrand St.
B
Kik St.
C
Raley St.
Baggett Ln.
Malcolm St.
D
Joy St.
Wall 4
Wall 5
E
2S
MS 2
2N
45
W. Pumpkin Center
35
Wall 3
F
Wall 2
G
H
Wall 1
Theater Ln.
I
E. Oregon St.
3S
Industrial St. (Harper)
MS 3
3N
E. Cornell Pl.
E. Elm Ave.

9359 54

**STATE OF OREGON**
**ROAD DESIGN SECTION**

**INTEROFFICE MEMO**
DES 16-1

TO: J. H. Versteeg
Road Design Engineer

DATE: November ~~4~~ 10, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

1 Versteeg ✓
Anderson
Christensen DOC
Olsen
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ROAD DESIGN SECTION

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SUBJECT: Umatilla-Hermiston Section and
Hermiston-Stanfield NCL Section
Umatilla-Stanfield Highway
Umatilla County

11/10/80
Discussed with Schwartz this date. He recommends modified "A" based on his past discussions and commitments to C.H. Use Mod "A" DOC

A question has been raised as to what type of curb should be constructed on the subject projects.

The projects, as received, called for a Type "A" modified curb and gutter. This matches what has already been constructed through the city of Hermiston, and is what the City prefers.

There being only a 4-foot shoulder, this type of curb could present a problem to bicyclists due to the longitudinal joint formed between the asphalt and the P.C. concrete.

The longitudinal joint down the shoulder can be avoided by widening the Type "A" curb 1.5 feet to make the whole shoulder area P.C. concrete, or a Type "C" curb can be used. Following is a comparison of costs for these various alternatives. These costs take into account the asphalt surfacing on the shoulder, as well as the P.C. concrete in the curb.

| Section | Station to Station | All Conc. Shldr & Curb | Mod. "A" | Type "C" | *Increase To Use All PCC | *Decrease to use Type "C" |
|---|---|---|---|---|---|---|
| Umatilla-Hermiston | 110+00 - 206+00 | ---- | $175,500 | $129,500 | ---- | $46,000 |
| | 206+00 - 261+00 | $132,500 | $104,500 | $ 75,500 | $28,000 | $29,000 |
| Hermiston-Stanfield | 324+00 - 354+15 | $ 72,000 | $ 56,700 | $ 41,100 | $15,600 | $15,600 |

---

*The all concrete shoulder and the Type "C" curb are compared to the modified "A" curb.

It has already been decided to use Type "C" curb from Station 110+00 to Station 206+00. Station 206+00 is at Pumpkin Road, which is the northerly urban growth boundary for Hermiston. The additional cost to use the Type "A"

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81-125-1387

SP*75683-125

modified curb does not seem to be justified through this area, as it is outside of the urban growth boundary. The highway grade does not necessitate the use of monolithic curb and gutter.

Station 206+00 to Station 261+00 and Station 324+00 to Station 354+15 does lie within Hermiston's urban growth boundary and the City of Hermiston does strongly prefer the Type "A" modified curb. Their reason for this preference seems to be because "...it would be nice...", and this is what is existing through the city.

The grade of the highway in these two areas does not warrant the use of monolithic curb and gutter. The use of Type "C" curb rather than the modified "A" curb and gutter would result in a cost reduction of about $45,000 for these two projects and would eliminate the joint in the shoulder area.

It is recommended that Type "C" curb be used.

NEM:ja

cc N. E. Mann

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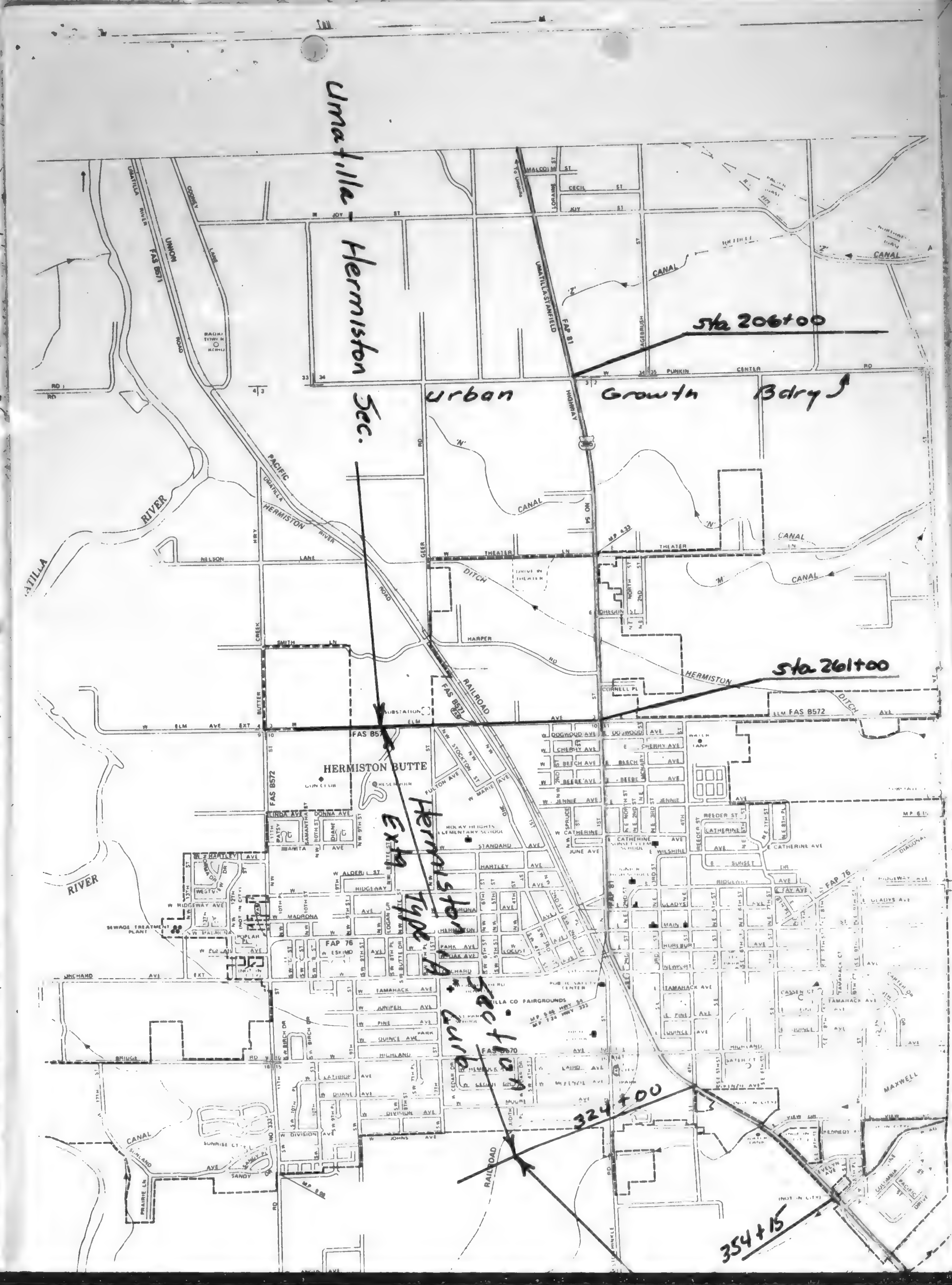
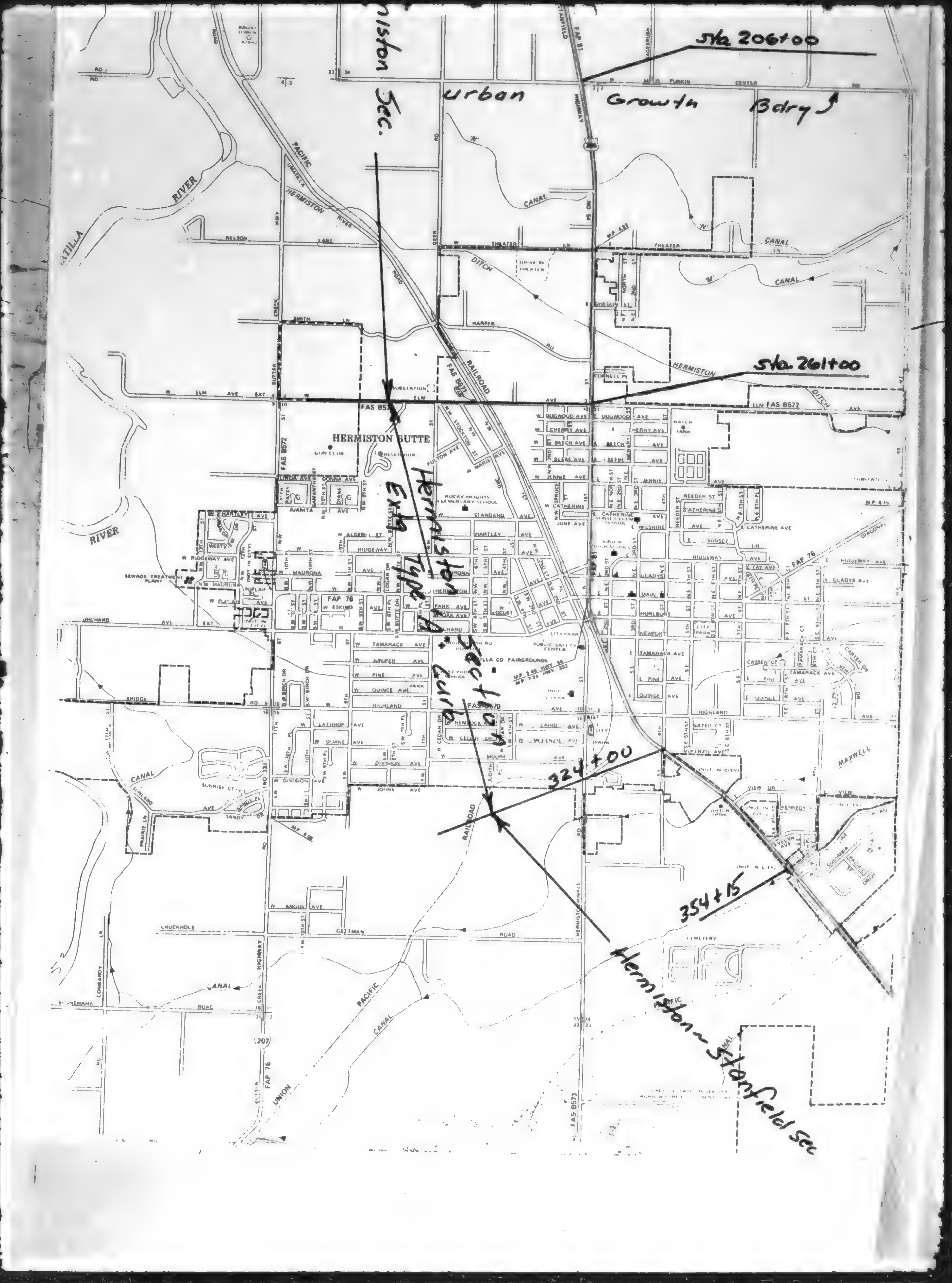
FOR
Info Inves R/D D/R Sign Act File


Umatilla - Hermiston Sec.
Sta 206+00
Urban Growth Bdry
Sta 261+00
Hermiston Section
Exist. Type A Curb
324+00
354+15
UMATILLA RIVER
UNION PACIFIC
FAS B571
PUNKIN CENTER RD
JOY ST
MALCOLM ST
CECIL ST
CANAL
UMATILLA-STANFIELD HIGHWAY
FAP 81
THEATER LN
NELSON LANE
HERMISTON DITCH
SMITH LN
HARPER RD
RAILROAD
W ELM AVE EXT
ELM AVE
FAS B572
HERMISTON BUTTE
UMATILLA RIVER
FAP 76
ORCHARD AVE
BRIDGE RD
HIGHLAND
FAS B570
UMATILLA CO FAIRGROUNDS
CANAL
SUNLAND AVE
MAXWELL
COLUMBIA



sta 206+00
[Her]miston Sec.
Urban Growth Bdry
sta 261+00
Hermiston Extn Type A Curb Section
324+00
354+15
Hermiston ~ Stanfield Sec
HERMISTON BUTTE
PUNKIN CENTER RD
THEATER LN
ELM AVE
HIGHLAND AVE
FAS B572
FAS B573
FAS B570
FAP 76
CANAL
UMATILLA RIVER
PACIFIC
RAILROAD
HERMISTON DITCH
SEWAGE TREATMENT PLANT
ROCKY HEIGHTS ELEMENTARY SCHOOL
PUBLIC SAFETY CENTER
UMATILLA CO FAIRGROUNDS
CITY PARK
CEMETERY
GETTMAN ROAD
MAXWELL

9359

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project F-76(-)
Umatilla-Hermiston Section
Umatilla-Stanfield Hwy., Umatilla Hwy.
Design Exception - Shoulder Width

Date: November 3, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your letter of October 23, 1980, requesting an exception to the design standards applicable to this project to allow for the use of a reduced 4-foot shoulder width.

We concur in your proposal to use the reduced shoulder width on this project. Our concurrence is based on the Resurfacing, Restoration, and Rehabilitation (3R) nature of work.

G.K. Hossner
for G. L. Green

cc:
OSHD (D O Christensen, Eng)

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 5 -'80
REFER TO

FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

9359

4

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1980

In Reply Refer to
File No

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

Attn: Glenn Hossner

Gentlemen:

Re: Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

This is a Federal Aid overlay-widening-curb construction project for the purpose of upgrading the existing highway and to facilitate the left turn movements. The beginning of the project is at the intersection with the Columbia River Highway. The project ends inside the northerly city limits of Hermiston and is 4.8 miles long. The present ADT is 7,300 to 10,000.

The typical section is four 12-foot travel lanes with two 4-foot shoulders. There is a 14-foot continuous left turn lane through those areas where the heavy left turn movements take place. This section, with the left turn lane, matches into an existing section with 12-foot lanes, a 14-foot continuous left turn lane, and two 3-foot shoulders which run through the city of Hermiston.

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TECHNICAL SERVICES
OCT 14 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Economically it is not feasible to obtain the right of way for standard shoulders. It is in the public interest to use the reduced 4-foot shoulder widths.

This letter is submitted as documentation of the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways", AASHO, 1969.

Very truly yours,

Duane O. Christensen
Final Design Engineer

cc: E. S. Hunter
W. E. Schwartz
F. E. Terpim
D. H. Moehring
N. E. Mann

Form 734-3122

9359

54

**STATE OF OREGON**

Highway - Traffic

**INTEROFFICE MEMO**

TRA 15

TO: Jack Sullivan
Specifications Engineer

DATE: October 1, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Umatilla-Hermiston Section
Umatilla-Stanfield Highway No. 54
Umatilla County

During construction of the subject project, it will be necessary for traffic to operate in a single travel lane.

To keep motorists' delays to a minimum during these periods, the following analysis was conducted. In researching the project, it was assumed that the construction speeds would be 30-35 MPH. We also assumed flagmen or a flag car would be used for traffic control, during the period when the highway is restricted to one-way traffic. Based on these assumptions, it was determined that one-way traffic should be avoided when hourly volumes exceed 900 vehicles.

The hourly traffic volumes on the project north of Punkin Center Road from M.P. 3.78 to M.P. 0.00 will not exceed 900 vehicles per hours. The project section south of Punkin Center Road from M.P. 3.78 to M.P. 4.84 will experience hourly volumes in excess of 900 from 2:00 p.m. to 6:00 p.m. daily. For this reason, restricting traffic to one lane during the following period should be avoided:

> All days between the hours of 2:00 p.m. to 6:00 p.m. from M.P. 3.78 to M.P. 4.84.

Would this allow contractor to perform work? May want to change to 3:30

REFERRED TO
Beard ✓
Cole
Eriksen
Hager
Stoudenmeyer
Mann NEM
Watson
Leu
Dorn
[✓ Return] Discuss Do File Copy Due
FINAL DESIGN ENGINEER

L. E. George
L. E. George
Traffic Engineer

MKS:ds

cc: W. E. Schwartz

1 Versteeg ✓
Anderson
3 Christ
Olson
2 Sullivan ✓

RECEIVED
OCT 0 2 1980
ROAD DESIGN SECTION

Do Not File ☐

Contains Recycled Materials
81-125-1387

SP*75683-125

9359

7-29-80

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO.: F-81(3)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00121

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 7-29-80

FEDERAL ROUTE NUMBER: Primary 81

STATE ROUTE NUMBER: Primary 54

GENERAL LOCATION:

Umatilla - Hermiston Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

TRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-21-80 you are now authorized to proceed with all phases of right of way acquisition for Files 51089 through 51125 as shown on Right of Way Map 9B-17-8 at a TEC of $100,000- Federal Funds $88,150.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE: 7-29-80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975--631-898

9359

2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: DOT, Highway Division

PROJECT TITLE: Umatilla-Stanfield Highway UMATILLA

DATE: July 8, 1980

The state has reviewed your project and reached the following conclusions:

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 10 '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: G.L. GREEN
H.S. COULTER ✓
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG. ENGR.: (5)W.E. SCHWARTZ
DIST. ENGR.:(12)H.W. OSWALD

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8006 2 560

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

6-12-80

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9359

7-7-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
30-002(1)

STATE PROJECT NO.
See below

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Umatilla |
| | ITEM NO.<br>RS-81 | PROGRAM STAGE (Check)<br>☐ ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL - 8 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-8

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>7-7-80 | FEDERAL ROUTE NUMBER<br>Secondary 30-002<br>STATE ROUTE NUMBER<br>Primary 54 |

GENERAL LOCATION:

Umatilla - Hermiston Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change (See below)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-31-79 I approve the revised Preliminary Engineering costs to a TEC of $165,600 - FF $139,375.

(Increase $35,600 - FF $27,835)

| | | |
|---|---|---|
| DATE<br>7-7-80 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-831-455

9359

(#2)

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

June 12, 1980

TO
Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Umatilla-Hermiston
Highway: Umatilla-Stanfield Hwy. U.S. Rt.-395
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 18, 1980.

BLG:dmc
Attachments

cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 5 Engr: W.E. Schwartz
Dis. 12 Engr: H.W. Oswald
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 13 '80
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

02 12] APPLICANT [45: Department of Transportation
46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Umatilla-Hermiston

11 12] PROJECT LOCATION—CITY: Umatilla-Stanfield Hwy.
U.S. Rt.-395
PROJECT LOCATION—COUNTY: Umatilla
PROJECT LOCATION [79
SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 On 12-30-75 the State Clearinghouse concluded its review of this project for [71
06 12] Preliminary Engineering, PRNS #7512-2-200. The survey is now complete and [71
07 12] construction review is necessary. The proposal is to widen - cure and overlay [71
08 12] the existing facility from the Columbia River to the North city limits of [71
09 12] Hermiston, 4.84 miles. [71
10 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 3,491,150 | --- | 608,850 | ---- | ---- | 4,100,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: June 12, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July 43] DAY [44: 18 45] YEAR [46: 1980

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 12, 1980

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

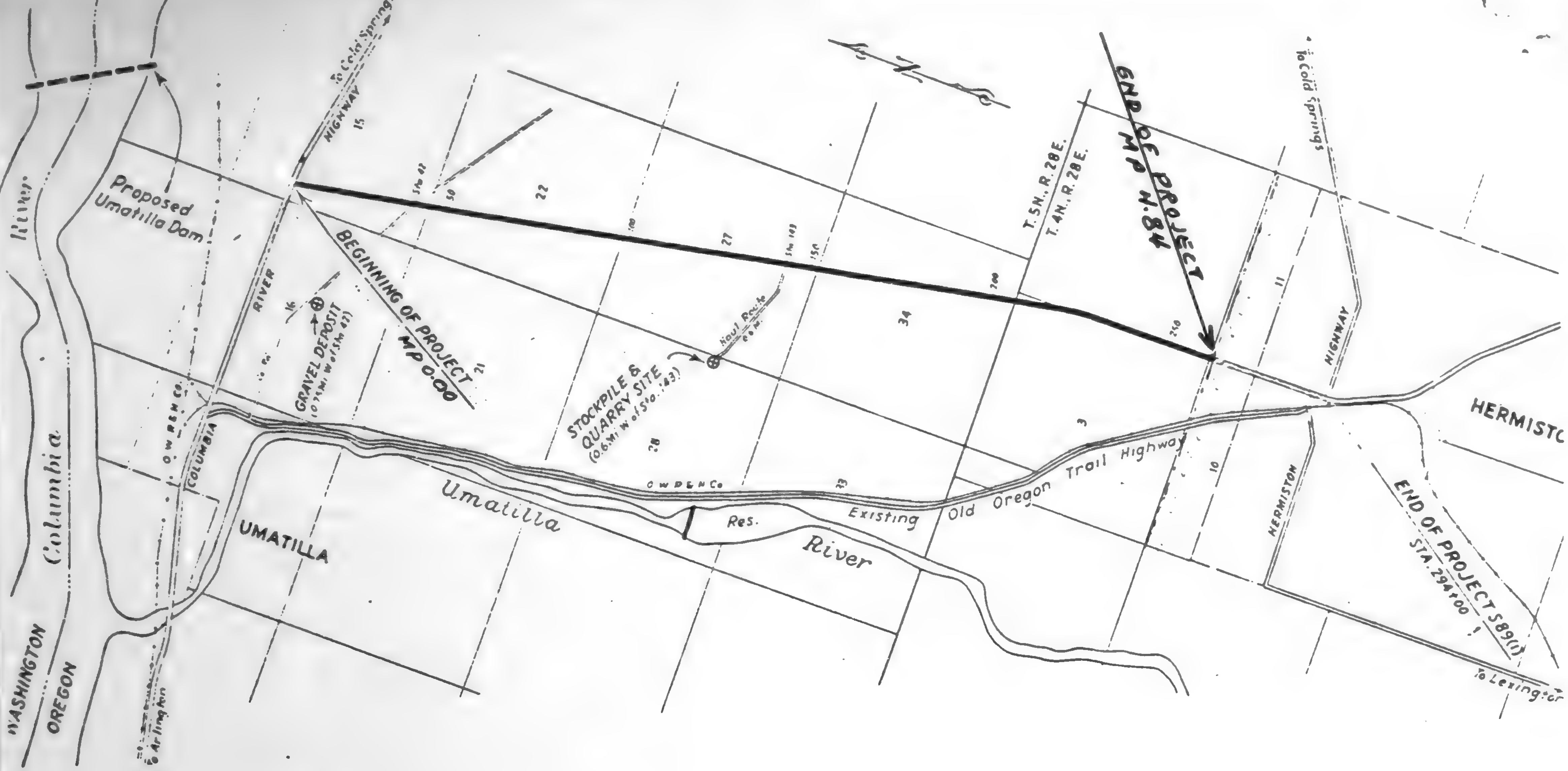
| (c) FUNDING METHOD | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.


WASHINGTON
OREGON
Columbia
River
Proposed Umatilla Dam
To Arlington
O W R R N Co.
COLUMBIA
RIVER
HIGHWAY
To Cold Springs
15
16
GRAVEL DEPOSIT (0.75 Mi. W of Sta. 47)
BEGINNING OF PROJECT MP 0.00
Sta. 47
50
21
22
100
27
Sta. 143
150
STOCKPILE & QUARRY SITE (0.6 Mi. W of Sta. 143)
Haul Route 0.6 Mi.
28
34
200
3
250
10
11
T. 5N., R. 28E.
T. 4N., R. 28E.
END OF PROJECT MP 4.84
UMATILLA
Umatilla
River
Res.
O W R R N Co.
33
Existing Old Oregon Trail Highway
HERMISTON
HIGHWAY
To Cold Springs
HERMISTC
END OF PROJECT S89(1) STA. 294+00
To Lexington

PROSPECTUS MAP

UMATILLA - HERMISTON SECT
UMATILLA-STANFIELD HWY.
UMATILLA COUNTY
1" = 5000'

9359

54

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

LOC 8

DATE March 27, 1980

TO: FILE

Gene M Finley

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Storm Sewer System
Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

The proposed project will widen the existing Umatilla-Stanfield Highway and add curbs and gutters with a storm sewer system. The project length of 2.9 miles follows the existing alignment from just north of Charleston (Station 110+00) to Elm Street (Station 261+00) just north of the Hermiston city limits.

In the existing condition, the storm water runs off the pavement and infiltrates into the soil along both sides of the highway for most of the 2.9 miles. In the cut sections, it runs in the ditches and causes an occasional erosion problem. There is no flooding problem presently. By adding curbs, gutters and a storm sewer system, storm water is concentrated and discharged at various locations.

Run-off from the proposed project is divided into four natural drainage basins. Outfalls for two reaches of the storm sewer are available. Outfall from the other two reaches -- Station 110+00 to Station 145+00, and Station 154+50 to Station 194+00 -- creates a potential problem.

It is suggested that a retention basin be provided for run-off from the section of storm sewer from Station 110 to 145. Location of this basin would be just west of the highway between Station 107+75 and Station 110+25. The 10-year flood with a peak discharge of 10.8 cfs and a permeability rate of 0.000263 cfs per square foot (as determined within this reach by Vernal Moore, Region Geologist) were used for design of this retention basin. The tabulated ditch design follows:

| Sta. | Bottom Ditch Elev. (MSL) | Bottom Ditch Width W/2:1 Side Slopes | Design Water Depth | Cross-Sectional Area | Drainage Easement Width From Hwy. ℄ |
|---|---|---|---|---|---|
| 107+75 | 463 ft. | 0 | 0 | 0 | 65 ft. |
| 108+00 | 460 ft. | 0 | 3 ft. | 18 sq.ft. | 78 ft. |
| 108+50 | 460 ft. | 27.8 ft. | 3 ft. | 101.4 sq.ft. | 95 ft. |
| 109+00 | 460 ft. | 29.5 ft. | 3 ft. | 106.5 sq.ft. | 100 ft. |
| 109+50 | 460 ft. | 26 ft. | 3 ft. | 96 sq.ft. | 100 ft. |
| 110+00 | 460 ft. | 2 ft. | 3 ft. | 24 sq.ft. | 100 ft. |
| 110+25 | 463 ft. | 0 | 0 | 0 | 100 ft. |

It is suggested that one-foot of freeboard be provided to prevent damage to either private property or the highway subgrade. This suggested freeboard establishes the minimum elevation of the top of the ditch bank at elevation 464 feet. The drainage easement width was then determined.

There is no natural outfall channel for the storm sewer outlet at Station 173+50. It is suggested that a retention basin be provided here. Location of this basin would be just east of the highway between Station 172+25 to Station 178+75. The 10-year flood with a peak discharge of 13.0 cfs and a permeability rate of 0.000263 cfs per square foot were used for design of this retention basin. The tabulated ditch design follows:

| Sta. | Bottom Ditch Elev. (MSL) | Bottom Ditch Width W/2:1 Side Slopes | Design Water Depth | Cross-Sectional Area | Drainage Easement Width from Hwy. ℄ |
|---|---|---|---|---|---|
| 172+75 | 519.5 ft. | 0 | 0 | 0 | 85 ft. |
| 173+00 | 517 ft. | 10 ft. | 2.5 ft. | 37.5 sq.ft. | 85 ft. |
| 178+50 | 517 ft. | 10 ft. | 2.5 ft. | 37.5 sq.ft. | 85 ft. |
| 178+75 | 519.5 ft. | 0 | 0 | 0 | 85 ft. |

It is suggested that one foot of freeboard be provided to prevent damage to either private property or the highway subgrade. This suggested freeboard establishes the minimum elevation of the top of the ditch bank at 520.5 feet. The drainage easement width was then determined.

GMF:ja

cc Frank Terpin w/attachment
Duane Christensen ✓ "
W. E. Schwartz "

1 Versteeg ✓
Anderson
2 Christensen DC
3 Olson
4 Sullivan JWS
Terpin
5 Trout
Wakerlig

RECEIVED
MAR 28 1980
ROAD DESIGN SECTION

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Sample Mann AEM
Watson
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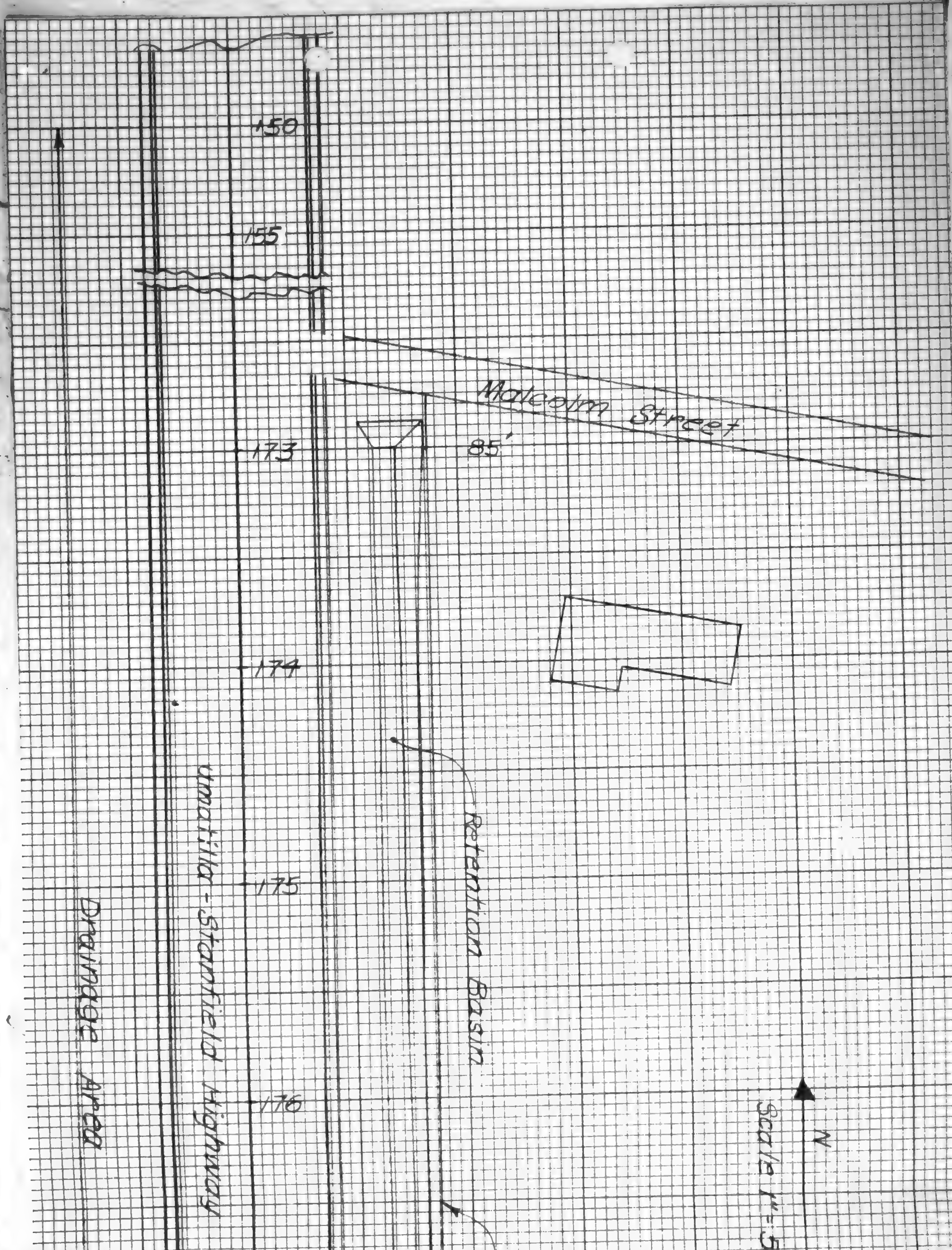
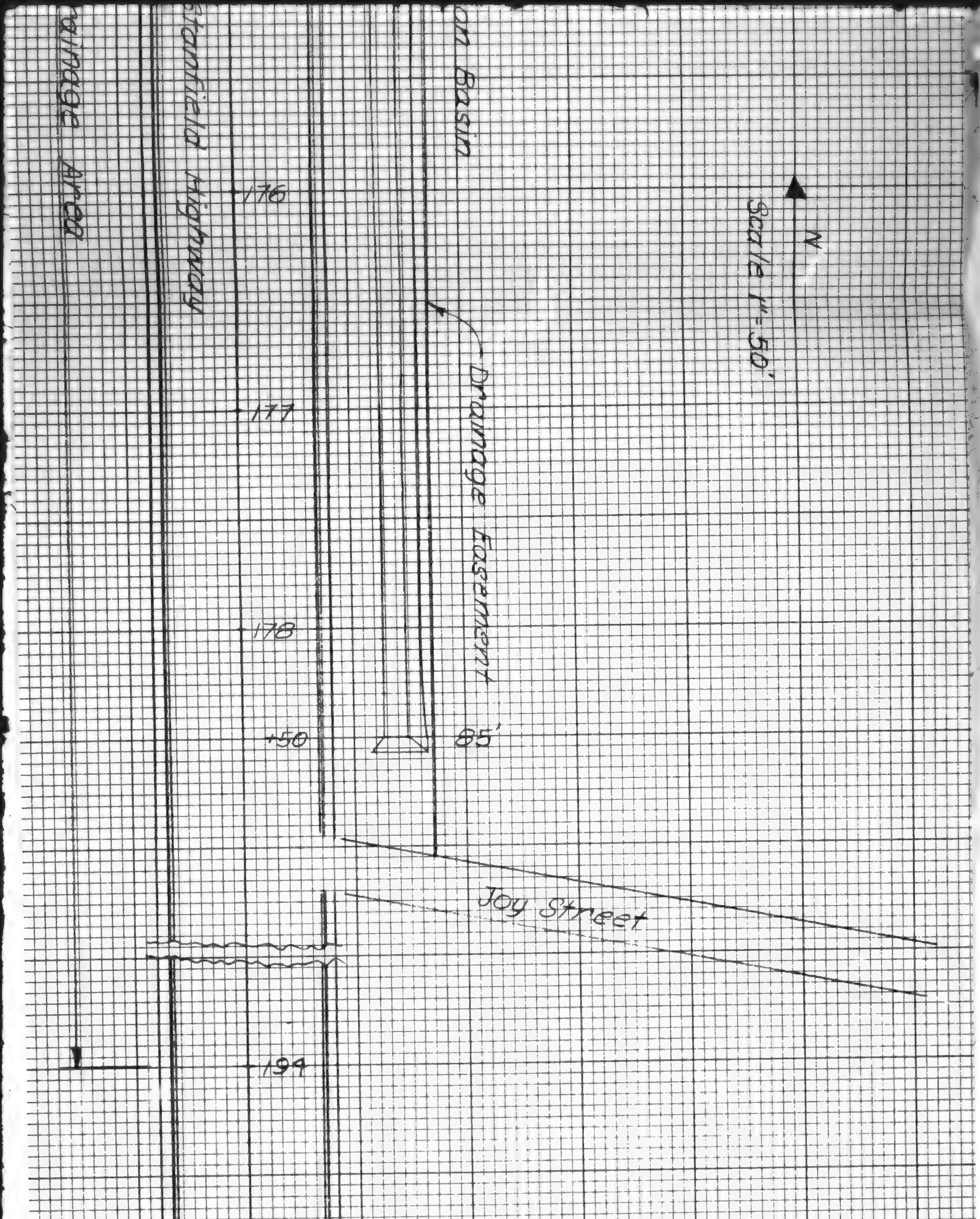
BY FINAL DESIGN ENGINEER


150
155
Malcolm Street
173
85'
174
Umatilla-Stanfield Highway
Retention Basin
175
Drainage Area
176
N
Scale 1"=50'


ainage Area
omfield Highway
on Basin
176
177
178
+50
85'
Drainage Easement
Joy Street
194
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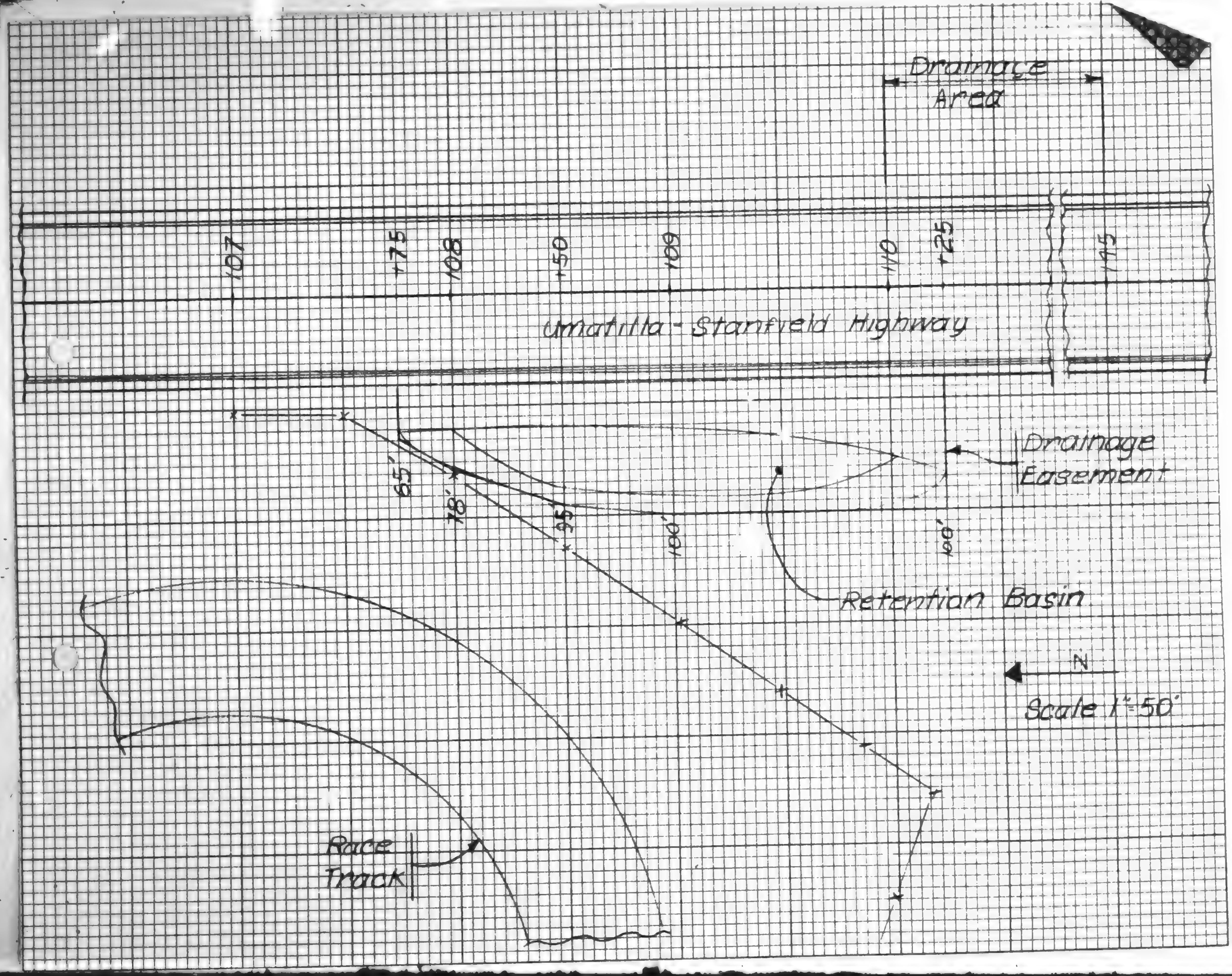
Scale 1" = 50'


Drainage Area
107
+75
108
+50
109
110
+25
145
Umatilla - Stanfield Highway
65'
78'
95'
100'
100'
Drainage Easement
Retention Basin
N
Scale 1" = 50'
Race Track

9359

TRA 7-5 54

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

**TO:** Hank Wakerlig
Right-of-Way Descriptions Engineer

**DATE:** February 21, 1980

**FROM:** L. E. George
Traffic Engineer

**SUBJECT:** Signing
Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

No easements will be required for permanent signing on the subject project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:jrb

cc: W. E. Schwartz
H. W. Oswald
D. O. Christensen ✓
Al Hansen

RECEIVED
FEB 21 1980
ROAD DESIGN SECTION

Versteeg
Anderson
1 Christensen DO
Olson
Sullivan
Terpin
Trout
2 Wakerlig

Do Not File ☐
Return To
Bring Up /
Action

REFERRED TO
2 Beard WEB
Stoudenmeyer
1 Semple AEM
Cole
Watson
Eriksen
Lou
Dorn
Hager
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9359

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 25, 1980

FROM: W. E. Schwartz
Region 5 Engineer

TO: D. O. Christensen
Final Design Engineer

SALEM

SUBJECT: Road Approach and Street Connection List
Umatilla-Hermiston Section
Umatilla-Stanfield Highway

Attached is the road approach list for subject project. This list accesses all property the way it is currently being used. Undeveloped property which has no existing identifiable access is not being accessed. The premise being that when plans are developed for the use of the property, the owner can apply for a road approach permit and construct his own access.

This list was prepared using our standard driveway plan with the short apron slope alternate as the basis for design. Approaches are spaced in such a manner that at least 10 feet of full height curb will exist between approaches.

To simplify driveway construction we have standardized access widths as follows:

| | |
|---|---|
| Residential, single family, one-way . . . . . . . . | 16' |
| Residential, multiple family, two-way . . . . . . . | 20' |
| Commercial, little or no truck use . . . . . . . . | 24' |
| Commercial, heavy truck use . . . . . . . . . . . . | 30' |
| Commercial, trailer sales lots . . . . . . . . . . | 35' |

All street connections listed should be constructed as they are an integral part of the access plan. All street connection widths should be 36-feet, except Pumpkin Center Road, Theatre Road, and Harper Road. These streets should be 44-feet. They are in the Hermiston urban growth area and have been designated as collector streets. All street widths have been verified with the appropriate local governing body.

Versteeg
Anderson
1 Christensen DOC
Olsen
Sullivan
Tarpin
[illegible]
2 [illegible]

RECEIVED
JAN 2[illegible] 19[illegible]
ROAD DESIGN
SECTION

Do Not File
[illegible]
Bring up
Action

WES/vt

cc: Harry Oswald
Bill Ferguson
Harold Brai[illegible]

Oswald will prepare permit applications, R/W will attempt to sign owners up, and Ferguson will advise Oswald of any changes required during construction.

REFERRED TO
Beard Staudenmeyer
Cole 2 Sample NEM
1 Eriksen FE. Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

## ACCESS LIST

### UMATILLA-HERMISTON SECTION
### UMATILLA COUNTY

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| L. E. Buck | 13+75 W | 0.15 | 16' | |
| L. E. Buck | 15+27 E | 0.18 | 16' | By permit |
| L. E. Buck | 21+50 E | 0.30 | 16' | |
| L. E. Buck | 21+50 W | 0.30 | 16' | |
| L. E. Buck | 27+42 W | 0.41 | 16' | |

Margaret Avenue (30+47 W, 30+66 E)

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| L. C. Hagg | 32+83 W | 0.51 | 30' | |
| Walt Eiring | 33+74 E | 0.53 | 16' | Move permit from 33+23 E (35') |
| L. C. Hagg | 34+12 W | 0.54 | 35' | |
| W. Osterkamp | 35+21 E | 0.56 | 35' | Change from two permits at 34+81 E (35') and 35+34 E (35') |
| C. E. Lewis | 36+~~00~~ +03 W | 0.57 | 16' | Move permit from 36+39 W (35') |
| D. L. Murphy | 37+05 E | 0.59 | 30' | |
| Mervin Hussey | 37+44 W | 0.60 | 16' | |
| R. M. Journot | 38+~~05~~ 10 W | 0.61 | 30' | |
| R. M. Journot | 38+67 W | 0.62 | 30' | |
| D. I. Moyer | 40+25 W | 0.65 | 24' | |

Diagonal Road (42+19 W, 43+15 E)

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| G. H. Myers | 43+72 W | 0.72 | 16' | |

County Road No. 620 (44+11 W)

Grant Street (45+63 W)

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| Everett Beehler | 47+64 W | 0.79 | 20' | |
| Everett Beehler | 48+52 W | 0.81 | 20' | |
| Umatilla Sageriders | 49+69 E | 0.83 | 16' | |
| Charlotte Newman | 49+69 W | 0.83 | 16' | |

Access List - 2

Umatilla-Hermiston Section
Umatilla County

County Road No. 620 (44+11 W)
Grant Street (45+63 W) - Continued:

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| Doug Dick | 50+63 W | 0.85 | 20' | |
| Umatilla Sageriders | 52+60 E | 0.89 | 16' | |
| Clarence Prather | 54+58 W | 0.93 | 16' | |
| Umatilla Sageriders | 57+14 E | 0.97 | 30' | |
| Union Street (57+29 W) | | | | |
| Rudolff S. Wolff | 64+47 W | 1.11 | 16' | |
| Milton K. Hartzell | 78+35 W | 1.38 | 16' | |
| B. E. O'Conner | 78+35 E | 1.38 | 16' | |
| B. E. O'Conner | 82+20 E | 1.45 | 16' | |
| W. Stephenson | 84+27 W | 1.49 | 35' | Move permit from 84+97 W (50') |
| Bensel Road (98+02 W, 98+20 E) | | | | |
| Umatilla Speedway | 99+00 W | 1.77 | 30' | |
| Umatilla Speedway | 101+50 W | 1.81 | 30' | |
| Gary Hughes | 110+48 W | 1.98 | 16' | |
| Paul Walker | 111+40 E | 2.00 | 24' | |
| Umatilla Speedway | 116+45 W | 2.10 | ~~40~~ 30' | May be platted public road |
| Birtrand Street (116+45 E) | | | | |
| W. Osterkamp | ~~117+88~~ 118+05 E | 2.~~12~~ 13 | 24' | Joint use |
| Charles Kik | 117+94 W | 2.13 | 24' | |
| N. E. Thorpe | ~~118+13~~ 118+05 E | 2.13 | ~~16~~ 24' | Joint use |
| Charles Kik | 118+97 E | 2.15 | 30' | |
| Charles Kik | 120+23 W | 2.17 | 30' | |

Access List - 3

Umatilla-Hermiston Section
Umatilla County

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| **Robnett Street (121+46 E, 121+46 W)** | | | | |
| ✓Charles Kik | 122+58 W | 2.21 | 30' | Move permit from 123+51 W (50') |
| ✓Ruth Wilson | 123+04 E | 2.22 | 20' | |
| ✓Alice Roedel | 123+43 E | 2.23 | 16' | |
| ✓Ruth Wilson | 123+92 E | 2.24 | 24' | |
| ✓Charles Kik | 124+17 W | 2.24 | 30' | Move permit from 124+57 W (50') |
| ✓Ruth Wilson | 124+38 E | 2.25 | 20' | |
| ✓Charles Kik | 125+58 W | 2.27 | 30' | Move permit from 125+10 W (50') |
| ✓C. C. Northrop | 126+31 E | 2.28 | 24' | Move permit from 126+15 E (25') |
| **Kik Street (127+45 E, 127+45 W)** | | | | |
| C. C. Northrop | 129+60 E | 2.35 | 35' | Move permit from 129+85 E (50') |
| Charles Kik | 130+10 W | 2.36 | 35' | |
| C. C. Northrop | 131+00 E | 2.37 | 35' | Move permit from 130+91 E (50') |
| **Lauback Street (132+92 E, 132+92 W)** | | | | |
| Charles Kik | 136+19 W | 2.47 | 30' | By permit |
| **Oldfield Street (138+20 E, 138+20 W)** | | | | |
| Richey Investment | 141+15 W | 2.57 | 24' | Move permit from 141+47 W (48') |
| R. C. McCall | 142+50 W | 2.59 | 24' | |
| W. Osterkamp | 142+54 E | 2.59 | 30' | Move permit from [illegible]3+05 E (35') |
| **Sturgis Street (144+25 E, 144+25 W)** | | | | |
| ? | 146+00 W | 2.66 | 35' | Move permit from 145+69 W (40') |
| ? | 149+~~35~~ 38 E | 2.72 | 24' | Move permit from 151+50 E (20') |
| ? | 149+30 W | 2.72 | 35' | Move permit from 149+91 W (50') |
| ? | 150+~~34~~ 41 E | 2.74 | 24' | Change permit from 22' to 24' |

Umatilla-Hermiston Section
Umatilla County

### Baggett Lane (152+15 E, 151+95 W)

| NAMED | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| H. R. Snyder | 156+10 W | 2.85 | 20' | |
| H. R. Snyder | 158+10 W | 2.89 | 20' | Joint use |
| Lottie McCracken | 158+10 W | 2.89 | 20' | Joint use |
| Lottie McCracken | 162+08 W | 2.96 | 20' | Joint use |
| Lee Duckett | 162+08 W | 2.96 | 20' | Joint use |
| Reinhold Bischke | 164+42 W | 3.01 | 24' | Move permit from 164+17 W (25') and eliminate permit at 164+70 W (25') |

### "Follett Lane" (165+40 E, 165+31 W)

| | | | | |
|---|---|---|---|---|
| Frank Pettey | 166+90 W | 3.05 | 20' | Joint use. |
| ? | 166+90 W | 3.05 | 20' | Move permit from 167+34 W (30')<br>Joint use |
| E. E. Harmon | 167+33 E | 3.06 | 30' | |
| Harold Miller | 169+58 W | 3.10 | 30' | |
| N. E. Wolfe | 172+12 W | 3.15 | 35' | Move permit from 172+09 W (35') |
| E. E. Harmon | 172+28 E | 3.15 | 30' | Joint use |
| B. M. Rozema | 172+28 E | 3.15 | 30' | Joint use |
| N. E. Wolfe | 174+41 W | 3.20 | 30' | |
| N. E. Wolfe | 177+23 W | 3.25 | 35' | Move permit from 173+15 W (35') |

### Joy Lane (178+89 E, 180+09 W)

| | | | | |
|---|---|---|---|---|
| C. Traner | 180+00 E | 3.30 | 24' | |
| R. E. Butts | 184+20 E | 3.38 | 30' | |
| Harry Herman | 186+39 W | 3.42 | 20' | |
| R. E. Butts | 186+67 E | 3.43 | 24' | |
| G. G. Strand | 187+45 W | 3.44 | 20' | |
| R. E. Butts | 187+90 E | 3.45 | 30' | Joint use |
| Stu Bonney | 187+90 E | 3.45 | 30' | Joint use |

Umatilla-Hermiston Section
Umatilla County

## Joy Lane (178+89 E, 180+09 W) - Continued

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| Stu Bonney | 190+85 E | 3.51 | 30' | Move permit from 190+57 E (50') |
| G. E. Tuning | 190+96 W | 3.51 | 20' | |
| J. Cruikshank | 192+54 W | 3.54 | 30' | |
| Stu Bonney | 192+65 E | 3.54 | 30' | Move permit from 192+15 E (50')<br>Joint use |
| Reed Properties | 192+65 E | 3.54 | 30' | Move permit from 192+58 E (40')<br>Joint use |
| J. Cruikshank | 193+~~75~~ 69 W | 3.56 | 24' | Change permit from 193+74 W (40') |
| Hermiston Electric and Plumbing | 194+35 W | 3.57 | 30' | |
| Hermiston Electric and Plumbing | 195+73 W | 3.60 | 30' | Move permit from 195+32 W (40') |
| Richard's Payless Lumber | 196+82 W | 3.62 | 30' | Move permit from 196+38 W (35') |
| Tom O'Brien | 197+00 E | 3.62 | 30' | Move permit from 196+85 E (40') |
| H. Swain | 199+32 W | 3.67 | 20' | |
| Stu Bonney | 202+31 W | 3.72 | 30' | Move permit from 201+66 (25') |
| Stu Bonney | 203+81 W | 3.75 | 30' | Move permit from 203+24 (35') |
| Troy Griffin | 204+90 E | 3.77 | 30' | |

## Pumpkin Center Road (206+04 E, 205+88 W)

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| McGregor, Inc. | 209+30 E | 3.86 | 30' | |
| Gary Hughes | 210+71 W | 3.88 | 20' | Joint use |
| L. A. Moore | 210+71 W | 3.88 | 20' | |
| Bestway Rentals | 212+94 E | 3.92 | 30' | Joint use |
| Alvin Kunkel | 212+94 E | 3.92 | 30' | Change permit width from 35' to 30'<br>Joint use |
| L. A. Moore | 213+70 W | 3.94 | 20' | |
| J. H. Langdon | 215+65 W | 3.98 | 30' | |

Access List - 6

Umatilla-Hermiston Section
Umatilla County

Pumpkin Center Road (206+04 E, 205+88 W) - Continued:

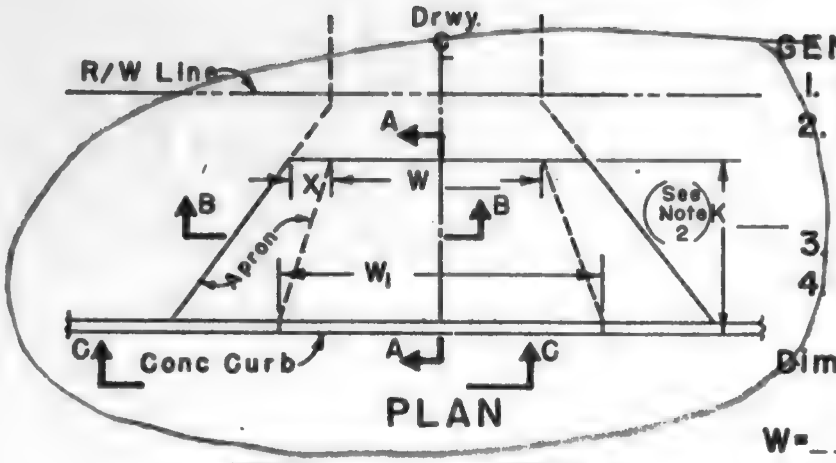
| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| Sherrell Motors | 216+03 E | 3.98 | 30' | Move permit from 215+91 E (50') |
| H. Keller | 222+32 E | 4.10 | 16' | |
| Don Proctor | 223+95 E | 4.13 | 24' | Move permit from 224+36 E (40') |
| D. L. Gosney | 224+73 W | 4.15 | 20' | |
| M. Van Arsdale | 225+30 E | 4.16 | 24' | Consolidate two permits from 224+89 E (25') and 225+42 E (25') |
| E. A. Mitchell | 229+48 W | 4.24 | 16' | |
| J. Davis | 230+86 W | 4.26 | 30' | Joint use |
| Harley's Subaru | 230+86 W | 4.26 | 30' | Joint use |
| Wayne Tracy | 230+89 E | 4.26 | 20' | Joint use |
| Ed Cole | 230+89 E | 4.26 | 20' | Joint use |
| Harley's Subaru | 232+33 W | 4.29 | 30' | |
| Ed Cole | 232+77 E | 4.30 | 24' | Joint use |
| F. R. Rebman | 232+77 E | 4.30 | 24' | Move permit from 233+34 E (30')<br>Joint use |
| | Theater Lane (234+55 E, 234+55 W) | | | |
| W. N. Schurtliff | 236+12 E | 4.36 | 30' | |
| Max Schultz | 238+18 E | 4.40 | 30' | |
| Fred Meyer Properties | 238+87 W | 4.42 | 24' | |
| Nile Louthan | 240+02 W | 4.44 | 24' | |
| Allen Stilwill | 240+88 E | 4.45 | 24' | |
| Allen Stilwill | 241+87 E | 4.47 | 24' | |
| Umatilla Electric Co-op | 242+89 W | 4.49 | 30' | |
| Tom Davis | 243+43 E | 4.50 | 24' | |

Access List - 7

Umatilla-Hermiston Section
Umatilla County

Oregon Street (244+52 E)

| NAME | STATION | MP | WIDTH | COMMENTS |
|---|---|---|---|---|
| Umatilla Electric Co-op | 244+75 W | 4.53 | 20' | |
| Charles Leathers | 246+05 W | 4.55 | 30' | Move permit from 247+10 W (30') |
| Larry Campbell | 246+85 E | 4.57 | 24' | |
| Charles Leathers | 246+99 W | 4.57 | 30' | Move permit from 248+12 W (30') |
| E. S. Schnell | 247+70 E | 4.58 | 20' | |
| Campbell Motors | 248+83 E | 4.60 | 24' | Move permit from 249+18 E (25') |
| W. Ross | 249+35 W | 4.61 | 30' | |
| W. Ross | 250+~~43~~ 39 W | 4.63 | 30' | |
| Campbell Motors | 250+46 E | 4.64 | 24' | Move permit from 250+76 E (25') |
| Ken Kulm | 252+30 W | 4.67 | 24' | |
| | Harper Road (253+56 W) | | | |
| L. A. Moore | 254+~~45~~ 41 W | 4.71 | 24' | Move permit from 254+46 W (35') |
| Wayne Johnson | 255+48 W | 4.73 | 24' | Move permit from 255+51 W (30') |
| | Cornell Street (255+52 E) | | | |
| Norm Schroth | 256+~~56~~ 54 E | 4.75 | 24' | |
| Wayne Johnson | 256+65 W | 4.75 | 30' | Joint use |
| J. L. Smith | 256+65 W | 4.75 | 30' | Joint use |
| J. L. Smith | 258+04 W | 4.78 | 30' | |
| McDonald Corp. | 259+27 E | 4.80 | 24' | By permit |
| D. E. Jones | 259+46 W | 4.81 | 20' | |
| Frasu's | 260+~~02~~ 12 W | 4.82 | 24' | |


Drwy.
R/W Line
A
B
X₁
W
B
See Note 2
K
Apron
W₁
C
Conc Curb
A
C
PLAN

**GENERAL NOTES:**

1. W = width of driveway.
2. K = distance from face of curb to back of present or future walk or 10 feet, whichever is less.
3. W₁, see table A below.
4. X, see table A below.

**Dimensions and specifications, this permit.**

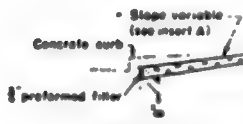
W=______ W₁ =___ X =______ K =_______

Angle of Skew______ Approach Type______

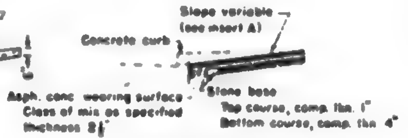
Curb Type__________________

**TYPE A**
PORTLAND CEMENT CONCRETE

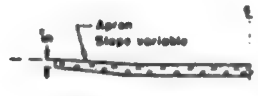
**TYPE A-1**
ASPHALT CONCRETE


Slope variable (see insert A)
Concrete curb
½" preformed filler

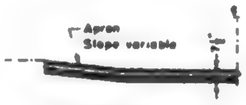
SECTION A-A


Slope variable (see insert A)
Concrete curb
Asph. conc wearing surface Class of mix as specified thickness 2½"
Stone base
Top course, comp. thk. 1"
Bottom course, comp. thk. 4"

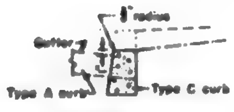
SECTION A-A


Apron
Slope variable

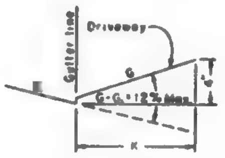
SECTION B-B


Apron
Slope variable

SECTION B-B

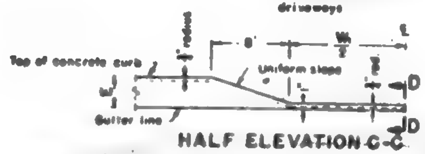

radius
Gutter
Type A curb
Type C curb

SECTION D-D
[FOR DRIVEWAYS TYPE A OR A-1]


Gutter line
Driveway
G
G-G₁ = 12% Max.
K

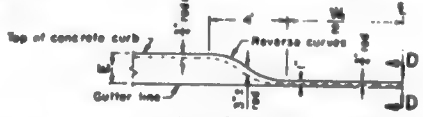
INSERT A

① Minimum allowable for drainage control on negatively sloped driveways


radius
Top of concrete curb
8'
W₁/2
Uniform slope
D
Gutter line
D

HALF ELEVATION C-C

ALTERNATE APRON SLOPE


radius
Top of concrete curb
4'
W₁/2
Reverse curves
D
Gutter line
D

HALF ELEVATION C-C

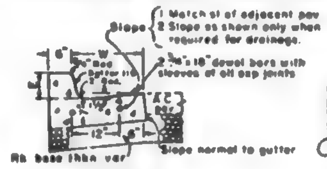
TABLE A

| W | X | K in feet | | | |
|---|---|---|---|---|---|
| | | 5 | 6 | 8 | 10 |
| feet | feet | W₁ in feet | | | |
| 12 | 3 | 15 | 15 | 15 | 15 |
| 14 | | 17 | 17 | 17 | 17 |
| 16 | | 19 | 19 | 19 | 19 |
| 18 | | 21 | 21 | 21 | 21 |
| 20 | | 23 | 23 | 23 | 23 |
| 22 | 4 | 27 | 28 | 29 | 30 |
| 24 | | 29 | 30 | 31 | 32 |
| 26 | | 31 | 32 | 33 | 34 |
| 28 | | 33 | 34 | 35 | 36 |
| 30 | | 35 | 36 | 37 | 38 |
| 32 | 5 | 41 | 42 | 44 | 46 |
| 34 | | 43 | 44 | 46 | 48 |
| 36 | | 45 | 46 | 48 | 50 |

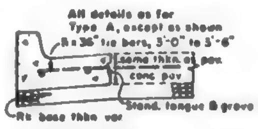
FORM 81-734-3307E

## CONCRETE CURBS

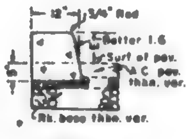
MONOLITHIC CURB & GUTTER


Slope
1 Match sl of adjacent pav
2 Slope as shown only when required for drainage.
6"
W
Batter
Rad.
12"
2 ⅝" x 18" dowel bars with sleeves at all pav joints
A C pav
Slope normal to gutter
Rk base thkn var

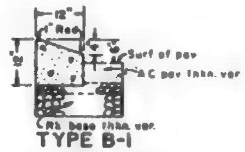
TYPE A
For A C pav


All details as for Type A, except as shown
R x 36" tie bars, 3'-0" to 3'-6"
same thkn as pav
conc pav
Stand. tongue & grove joint.
Rk base thkn var

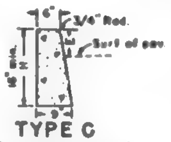
TYPE A-1
For conc pav


12"
3/4" Rad
Batter 1.6
Surf of pav.
A C pav. thkn. var.
Rk. base thkn. var.

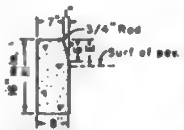
TYPE B
For AC island in AC pav


12"
1" Rad
Surf of pav
A C pav thkn. var
Rk base thkn. var.

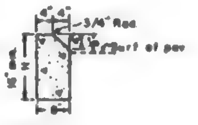
TYPE B-1
For A C island in A.C. pav


6"
3/4" Rad.
Surf of pav.
9"

TYPE C
General purpose curb


7"
3/4" Rad
Surf of pav.
8"

TYPE D
For conc pav


4" 4"
3/4" Rad.
Surf of pav
8"

TYPE D-1
For conc. pav.

GENERAL NOTES FOR CONCRETE CURBS

1. Curb Exposue "E" = 7" normal. Vary as shown on plans or as directed.
2. Face Batter normal as shown for curb type. Vary as shown on plans or as directed.
3. Height "H" variable as shown on plans or as directed.
4. Joint Spacing Expension, 200' maximum and all points of tangency; contraction, 15' maximum.
5. Transitions shall be used in connecting curbs of different exposures "E" (E is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".
6. "W" (Curbs A & A-1) = 18" normal. Vary as shown on plans or as directed.
7. Tops of all curbs shall slope toward the roadway 0.02'/ft. normal unless otherwise shown or as directed.
8. Dowels. See Note 6 for Concrete Islands.

NOTE:
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifiation For Highway Construction.

OREGON STATE HIGHWAY DIVISON

# TYPE 4 ROAD APPROACH

## CURBED HIGHWAY

APPLICANT_______________________

_______________________

HWY.____________________ NO._______

SIDE OF HWY.______________________

MILE POST________ ENGRS. STA.________

ROAD APPROACH PERMIT NO.___________

9359

54

ROAD DESIGN SECTION 378-6558

Leonard L. Wallace
Assistant Bridge Engineer

January 23, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County
Prefix 30-1921

This project involves overlaying and widening the existing two lane road to a four lane section.

From station 92+50 to 95+50 the widening is in a cut section requiring minimum 2:1 slopes to be stable. These slopes would catch beyond the existing 50 foot right-of-way and require the acquisition of additional right-of-way. The affected property is within an area designated as a wildlife refuge and is further encumbered by a power transmission tower (and easement) near the right-of-way line.

It appears, at this time, that it would be advantageous to avoid the environmental concerns and the transmission tower by constructing a retaining wall within the present right-of-way.

Attached are prints of the cross-sections with a tentative retaining wall location shown on them.

Please furnish us with design data for a retaining wall to be included in the contract plans for the project. The job is presently on the contract letting schedule for the last quarter of 1980.

FE/db

Attachments

___ Versteeg ______
___ Anderson ______
1 Christensen DO
___ Olson ______
___ Sullivan ______
___ Terpin ______
___ Trout ______
___ Wakerlig ______

RECEIVED
JAN 23 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ______
Bring Up ___/___/___
Action ______

9359 54

ROAD DESIGN SECTION LOC 16-1

W. E. Schwartz
Region Engineer

January 8, 1980

Fred Eriksen
Design Engineer Supervisor

**Subject:** Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

We are preparing contract plans for this overlay and widening project, presently scheduled for letting the last quarter of 1980.

Material Source requirements have been estimated as follows:

| | |
|---|---|
| Paving Aggregates | 12,800 c.y. |
| Aggregate Base and Shoulder Material | 3,150 c.y. |
| | 15,950 c.y. |

The General Excavation quantity is 24,630 c.y. and Embankment, 33,970 c.y. Assuming a 20% shrink factor, we will need 16,500 c.y. of material to complete the embankments.

Please furnish material source sketch maps, development plan and permit applications, unless commercial sources will be used. Mandatory or prospective use should be indicated on material source data. The data should be forwarded to us by April 1, 1980.

FE:ja

Versteeg
Anderson
1 Christensen DOC
Olson
Sullivan
Terpin
Copy Trout cb
Wakerlig

RECEIVED
JAN 9 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

STATE OF OREGON

**INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

TO: FILE

DATE: October 17, 1979

FROM: George C. Wills
George C. Wills
Field Location Engineer

SUBJECT: Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

Subject project has been upgraded from an overlay to reconstruction with additional lanes. This request was made by W. E. Schwartz and approved by E. S. Hunter. Increased cost figure has been supplied to Programming and Planning for consideration in updated Six-Year Program.

Question has been raised regarding the lane configuration for extension of the adjacent "five-lane" section presently operating through town. It is a 68-foot section striped for a 14-foot median, four 12-foot lanes with three feet of "shy" to the face of "Type A" curbs.

Some use of shoulder areas by bicycles may be expected on the subject project; therefore, striping is proposed for the shoulder four feet from the face of the curb, the outside lane at 12 feet, and the inside lane at 11 feet. Retain the 14-foot left-turn lane since I understand there is significant use by trucks.

It is proposed that the present five-lane, 68-foot section be extended for subject project with the modifications noted above. The four-lane and three-lane sections are also recommended for four-foot shoulders.

I don't agree with 11' lane
Hal

GCW:ge

cc: Versteeg
Terpin
Moehring
Schwartz

Will layout R/W
for 12' lanes, 14' med and
4 ft. shy to curb.
DX

RECEIVED
OCT 17 1979
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
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3 Trout
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9359 54

**STATE OF OREGON** **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

**TO:** F I L E **DATE:** October 16, 1979

**FROM:** George C. Wills
Field Location Engineer.
George C. Wills

**SUBJECT:** Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

The adjacent highway operating through Hermiston is a five-lane section. It is striped for a 14-foot left-turn lane, four 12-foot travel lanes and a three-foot "shy" from face of existing "Type A" curbs.

It is recommended that the 68-foot section be extended southerly to its proposed connection with the three-lane section, but that the inside lane widths be reduced to 11 feet to allow striping of the "shy" at four feet from the curb rather than at three feet. This would allow for some use of this area by bicycles.

I dont agree with 11 lanes
Hal

Section to be altered to provide for 12' lanes, 14' median and 4' shy to curb. Present R/W appears to be sufficient.
Don

GCW:ge

cc: Versteeg
Terpin
Moehring
Schwartz

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STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: L. E. George
Traffic Engineer

DATE: September 18, 1979

FROM: Don
Don Wagner
Traffic Investigator

SUBJECT: Umatilla-Hermiston Section
Umatilla-Stanfield Highway 54
M.P. 0.00 to M.P. 4.84

As requested, we have reviewed the accident history on the subject section of highway.

The attached accident listing shows the direction of travel as well as the character of road at the point of collision. Based on this accident listing and the previous analysis of the section, it appears as if the area from M.P. 2.09 to M.P. 4.84 should be constructed as a five-lane section with curbing to control access. The section from M.P. 0.43 to M.P. 1.00 should be a five-lane facility; however, curbs would not be necessary. The remainder of the section (M.P. 0.00 to M.P. 0.43 and M.P. 1.00 to M.P. 2.09) should be a four-lane facility without curbing.

DW:jrb
Attachment

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Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHE

SHEET .......... OF .......... SHEE

9-19-79 SC

Umatilla, Hermiston
Umatilla-Standfield Hwy
54 (US 395) MP 0.00 to MP 4.89
1978

| Year | Milepoint | Date<br>Time | Weather<br>Surface<br>Light | Direction of Travel | Character of Road | Collision Type | Number of Vehicles | No. of | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Kill | Inj |
| 1978 | .10 | 3-23<br>6 PM | Clear<br>Dry<br>Day | NBD | Inter | RE | 1 Car<br>1 Truck | | 2 |
| | .45 | 6-10<br>7 PM | Clear<br>Dry<br>Day | NBD | Straight | RE | 2 Cars | | |
| | 1.00 | 11-28<br>4 PM | Clear<br>Wet<br>Day | SBD | Alley | RE | 2 Cars | | 1 |
| | 1.00 | 6-29<br>12 NOON | Cloudy<br>Wet<br>Day | SBD | Straight | RE | 2 cars | | 1 |
| | 1.50 | 8-16<br>10 PM | Clear<br>Dry<br>Dark | SBD | Straight | Misc.<br>Deer/Elk | 1 car | | |
| | 1.75 | 10-27<br>3 PM | Clear<br>Dry<br>Day | SBD<br>WBD | Inter | Angle | 2 cars | | 1 |
| | 2.00 | 3-22<br>12 NOON | Clear<br>Dry<br>Day | NBD<br>NBD-WBD | Inter | Turn | 2 cars | | 3 |
| | 2.77 | 10-21<br>11 AM | Clear<br>Dry<br>Day | SBD<br>NBD-WBD | Inter | Turn | 2 cars | | |
| | 2.80 | 9-28<br>10 AM | Clear<br>Dry<br>Day | NBD<br>SBD-EBD | Alley | Turn | 2 cars | | 1 |
| | 3.18 | 7-16<br>10 PM | Clear<br>Dry<br>Dark | NBD | Straight | RE | 2 cars | | |
| | 3.28 | 3-8<br>6 PM | Rain<br>Wet<br>Dusk | SBD<br>NBD | Inter | RE | 3 cars | | |
| | 3.38 | 10-25<br>12 NOON | Clear<br>Dry<br>Day | SBD | Straight | RE | 2 cars | | |
| | 3.50 | 7-18<br>3 PM | Clear<br>Dry<br>Day | NBD<br>SBD-EBD | Alley | Turn | 2 cars | | 1 |
| | 3.58 | 7-25<br>7 AM | Clear<br>Dry<br>Day | NBD | Straight | RE | 2 cars | | 1 |
| | 3.76 | 8-12<br>7 PM | Clear<br>Dry<br>Day | SBD<br>NBD | Straight | HO | 1 Truck<br>2 cars | 3 | 2 |
| | 3.78 | 9-6<br>5 PM | Clear<br>Dry<br>Day | SBD | Straight | RE | 2 Cars | | 2 |
| | 3.79 | 6-8<br>6 PM | Clear<br>Dry<br>Day | NBD<br>WBD-SBD | Inter | Turn | 2 cars | | 2 |
| | 3.80 | 6-16<br>5 AM | Clear<br>Dry<br>Day | NBD | Straight | NC | 1 car | | |
| | 3.80 | 8-20<br>1 PM | Rain<br>Wet<br>Day | NBD | Straight | RE | 3 cars | | 4 |
| | 3.89 | 4-27<br>5 PM | Rain<br>Wet<br>Day | SBD | Straight | RE | 2 cars | | 1 |
| | 3.99 | 2-1<br>1 AM | Clear<br>Dry<br>Dark | SBD | Alley | Turn | 2 cars | | |
| | 4.33 | 8-6<br>11 PM | Clear<br>Dry<br>Dark | NBD | Inter | RE | 2 cars | | 2 |
| | 4.33 | 8-22<br>11 AM | Rain<br>Wet<br>Day | NBD | Inter | RE | 1 truck<br>1 Car | | 3 |
| | 4.33 | 3-22<br>7 PM | Clear<br>Dry<br>Dusk | NBD<br>SBD-EBD | Inter | Turn | 2 cars | | 1 |
| | 4.33 | 7-16<br>4 PM | Clear<br>Dry<br>Day | NBD | Inter | RE | 2 cars | | |
| | 4.33 | 5-14<br>7 PM | Cloudy<br>Dry<br>Day | SBD<br>WBD-NBD | Inter | Turn | 2 cars | | |

34-3049 (Rev. 2-79)
GON DEPARTMENT
TRANSPORTATION

**TABULATION SHEET**

SHEET .......... OF .......... SHEETS

Umatilla, Hermiston
Umatilla - Stanfield Hwy
59 (US 395) MP 0.00 To MP 4.84
1978

| Year | Milepoint | Date<br>Time | Weather<br>Surface<br>Light | Direction of Travel | Character of Road | Collision Type | Number of Vehicles | No. of People Kill | No. of People Inj |
|---|---|---|---|---|---|---|---|---|---|
| (Cont'd)<br>1978 | 4.35 | 4-9<br>9 PM | Clear<br>Dry<br>Dark | NBD | Alley | RE | 2 Cars | | |
| | 4.43 | 7-22<br>1 PM | Cloudy<br>Dry<br>Day | NBD | Alley | RE | 2 cars | | 1 |
| | 4.43 | 3-21<br>5 PM | Clear<br>Dry<br>Day | NBD | Straight | RE | 3 cars | | 1 |
| | 4.44 | 8-15<br>12 NOON | Rain<br>Wet<br>Day | NBD | Straight | FO-Tree | 2 cars | | 1 |
| | 4.46 | 3-17<br>9 AM | Clear<br>Dry<br>Day | NBD | Straight | RE | 2 cars | | 1 |
| | 4.48 | 6-6<br>11 AM | Clear<br>Dry<br>Day | SBD<br>EBD-NBD | Inter | Turn | 1 Truck<br>1 Car | | |
| | 4.48 | 10-17<br>3 PM | Clear<br>Dry<br>Day | SBD<br>NBD-WBD | INTER | Turn | 2 cars | | 1 |
| | 4.56 | 3-24<br>11 PM | Cloudy<br>Wet<br>Dark | SBD<br>NBD-WBD | Alley | Turn | 2 cars | | 2 |
| | 4.61 | 5-11<br>3 PM | Clear<br>Dry<br>Day | NBD<br>WBD | Straight | Angle | 2 cars | | 1 |
| | 4.64 | 8-22<br>12 NOON | Rain<br>Wet<br>Day | NBD | Straight | RE | 2 cars | | |
| | 4.69 | 4-6<br>7 PM | Rain<br>Wet<br>Dark | NBD | INTER | RE | 2 cars | | |
| | 4.69 | 5-30<br>1 PM | Clear<br>Dry<br>Day | NBD | INTER | RE | 2 cars | | |
| | 4.69 | 7-31<br>6 PM | Clear<br>Dry<br>Day | NBD | INTER | RE | 2 cars | | |
| | 4.70 | 9-23<br>4 PM | Clear<br>Dry<br>Day | NBD<br>SBD | Straight | HO | 2 cars | | 1 |
| | 4.72 | 5-12<br>1 PM | Cloudy<br>Dry<br>Day | NBD | Straight | RE | 3 cars | | 3 |
| | 4.73 | 8-4<br>8 PM | Clear<br>Dry<br>Day | NBD-WBD<br>SBD | Alley | Turn | 2 cars | | 2 |
| | 4.74 | 6-2<br>12 MID | Clear<br>Dry<br>Dark | SBD<br>NBD-WBD | Alley | Turn | 2 cars | | 1 |
| | 4.74 | 9-21<br>10 AM | Clear<br>Dry<br>Day | NBD | Straight | RE | 3 cars | | 1 |
| | 4.80 | 8-5<br>4 PM | Clear<br>Dry<br>Day | SBD | Alley | RE | 2 cars | | 2 |
| | 4.84 | 8-6<br>1 PM | Clear<br>Dry<br>Day | NBD | INTER | RE | 2 cars | | |
| | 4.84 | 2-3<br>5 AM | Cloudy<br>Wet<br>Dark | NBD<br>SBD | INTER | Angle | 1 Car<br>1 Truck | 1 | |
| | 4.84 | 5-5<br>12 NOON | Clear<br>Dry<br>Day | EBD<br>NBD | INTER | Angle | 2 Cars | | |
| | 4.84 | 6-24<br>8 PM | Clear<br>Dry<br>Day | NBD<br>WBD | INTER | Angle | 2 cars | | 1 |
| | 4.84 | 12-1<br>5 PM | Cloudy<br>Dry<br>Dark | EBD<br>WBD-SBD | INTER | Turn | 2 cars | | |
| | | | | | | | | | |
| | total | acc. for 1978 | ('50') | | | | | 4 | 47 |

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54

**STATE OF OREGON**
Highway - Traffic
DEPT.

378-6537
TELEPHONE

**INTEROFFICE MEMO**

TO: Fred Eriksen
Design Engineer Supervisor

DATE: ~~August 30, 1979~~ 9-5-79

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History
Umatilla - Hermiston Section
~~Umatilla - Stanfield Highway No. 54~~
Umatilla County
MP 0.00 to MP 4.84

This acknowledges your letter dated August 28, 1979, requesting an investigation of accident history on subject project. Also requested was determination of need for the left turn lane for full project length as has been designed.

The 1978 accident rate for the entire section is 3.00, considerably higher than the 1978 statewide average of 1.39. Forty of the fifty accidents which occurred on this section in 1978 were of types which would probably be reduced by a continuous left turn lane. Our investigation revealed no isolated spots which would require special attention.

In the area from MP 0.00 to MP 2.90, the 1978 accident rate is 1.01. However, the accidents are nearly all of types which would probably be reduced by a continuous left turn lane. There is one section of roadway within this area (from MP 1.00 to MP 1.70) which would possibly not justify having the center left turn lane. This part runs through farm land and there is no roadside culture in the area.

This project qualifies for Title II funding and ranks number forty-nine on the statewide rural priority list.

[illegible]

L. E. George
L. E. George
Traffic Engineer

AA:kr

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5-4

**STATE OF OREGON**

**INTEROFFICE MEMO**

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

**TO:** MEMO to the File

**DATE:** August 31, 1979

**FROM:** Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

**SUBJECT:** Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

The project is 4.8 miles of reconstruction and widening the present two-lane highway.

The 1976 field location had a typical section with a 14-foot continuous median left turn lane, four 12-foot travel lanes with a 3-foot offset to curbs and 8-foot wide berms back of the curb. The cost estimate was $4,000,000. The cost projected to a 1980 Letting is estimated to be $5,650,000.

The Location Section revised the project design to a 14-foot continuous median left turn lane for the full length, two 12-foot travel lanes with 6-foot shoulders for 1.9 miles from Umatilla and four 12-foot lanes with 6-foot shoulders for 2.9 miles to Hermiston. The typical sections are not curbed. The cost estimate for this design is $3,500,000.

The Location Section desing was discussed with Mr. Schwartz, Region Engineer, by phone August 24, 1979. I told Mr. Schwartz we were beginning work on contract plans and wondered if he knew the field location design had been revised. He indicated he did not agree with the uncurbed typical section because a good share of the present traffic problem is due to the lack of control on accesses.

Mr. Schwartz said he would review the section and submit a recommendation for a length of the project that should be curbed.

FE:cj
cc: W. E. Schwartz
F. E. Terpin
Fred Eriksen

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Discussed with
Hector 9/6/79 asked
that they submt any
requested changes or
additions through Hunter.

9359

54

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 28, 1979

Fred Eriksen

**FROM:** Fred Eriksen
Design Engineer Supervisor

**TO:** L. E. George
Traffic Engineer

**SUBJECT:** Umatilla-Hermiston Section
MP 0.00 TO MP 4.84
HIGHWAY: Umatilla-Stanfield
COUNTY: Umatilla

Please review the traffic accident history on the section to identify problem areas and recommend corrective treatment that may be incorporated in the project.

This Grading and Paving project is presently on the 3rd Quarter, 1980 contract letting, therefore it would be appreciated if the information reached us by September 7, 1979.

The present project design has a continuous left turn lane the full length, 2 travel lanes from M.P. 0.00 to 2.90 and four travel lenas from M.P. 2.90 to 4.84. Is the left turn lane needed for the full length?

cc: W. E. Schwartz

9359 "Yellow" 54

Road Design Section 378-6558

Steve Lindland, Environmental Section
Assistant Environmental Engineer

August 17, 1979

adolson
A. D. Olson
Preliminary Design Engineer

Hermiston-Stanfield Project
[redacted]
Umatilla County

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Two areas are considered for sound mitigation. Barrier "A" would mitigate three residences between Sta. 325+90 and Sta. 330+15 Lt. Barrier "B" would mitigate one residence between Sta. 332+00 and Sta. 336+25 Lt. Earth berms at these locations are not feasible due to the limited right of way.

Barrier "A" would require closing the driveway at Sta. 326+45 Lt. in order to mitigate the noise for the residence at Sta. 326+75 Lt. Otherwise, only the two southern residences could have their impacts mitigated.

Two barrier locations were considered feasible. One at the right of way line and the other 40-feet left of the centerline, at the back of the berm. Placing the barriers 40-feet left of the centerline would require 2 to 3-foot less height than a wall at the right of way line for the same break in the line of sight.

REFERRED TO
Beard Stoudenmeyer
Cole Sample
✓ Eriksen Z.E. Watson
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BY FINAL DESIGN ENGINEER

Each barrier would need to be shortened approximately 20-feet if placed 40-feet left of the centerline for adequate stopping sight distance to the approach roads.

The attenuation that can be obtained due to the reduced length would be approximately the same.

There would be no apparent adverse impact to the road design by construction of a wall at these locations.

Cost estimates are based on the walls being placed 40-feet left of the centerline and are freestanding concrete block walls.

Barrier "A" would be 8-feet high, 405-feet long, estimated cost $39,000 at $95/ lin. ft.

Barrier "B" would be 8-feet high, 405-feet long, estimated cost $39,000 at $95/lin. ft.

This would be a Type 1-B facility.

ADO:ab
cc: A. J. George

9359

**HIGHWAY DIVISION** 378-6558

Frank Terpin
Location Engineer

April 10, 1979

adOlson
A. D. Olson
Preliminary Design Engineer

Hermiston-Stanfield Sec.
~~Umatilla-Stanfield Hwy.~~
Umatilla County

The sketch maps submitted by Region have been reviewed and I see no apparent reason to change to these designs.

The approach for Airport Road has been checked and there appears to be at least 700 feet of sight distance to vehicles coming up the 6% grade. The bridge over the canal should not pose a problem. Also, although it would not really encroach vertically into the clear zone 34-to-1 profile from the Airport, it would shorten the distance to the runway.

There has been no indication that entering or crossing traffic on the other roadways have been any problem and the plan design would appear satisfactory. If there is believed to be a problem then the attached sketches would bring traffic in at 60 degrees, which would accomplish approximately the same results with reduced change.

ADO:cj
Attachments

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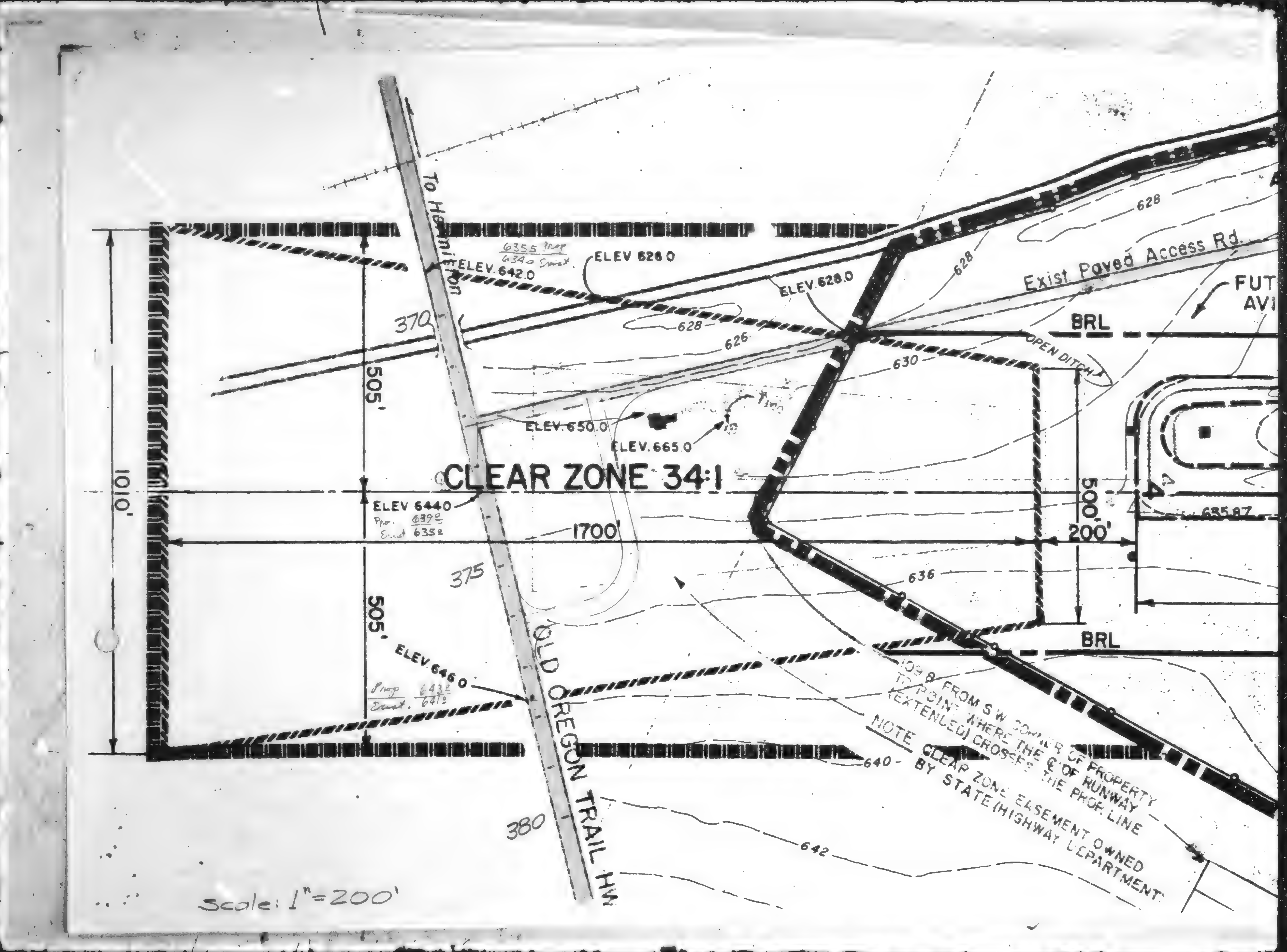
CLEAR ZONE 34:1
1010'
505'
505'
1700'
200'
500'
BRL
BRL
To Hermiston
OLD OREGON TRAIL HW
370
375
380
ELEV. 642.0
635.5 Prop
634.0 Exist
ELEV 628.0
ELEV. 628.0
ELEV 644.0
Pro. 639.0
Exist 635.0
ELEV 646.0
Prop 643.0
Exist. 641.0
ELEV. 650.0
ELEV. 665.0
Exist. Paved Access Rd.
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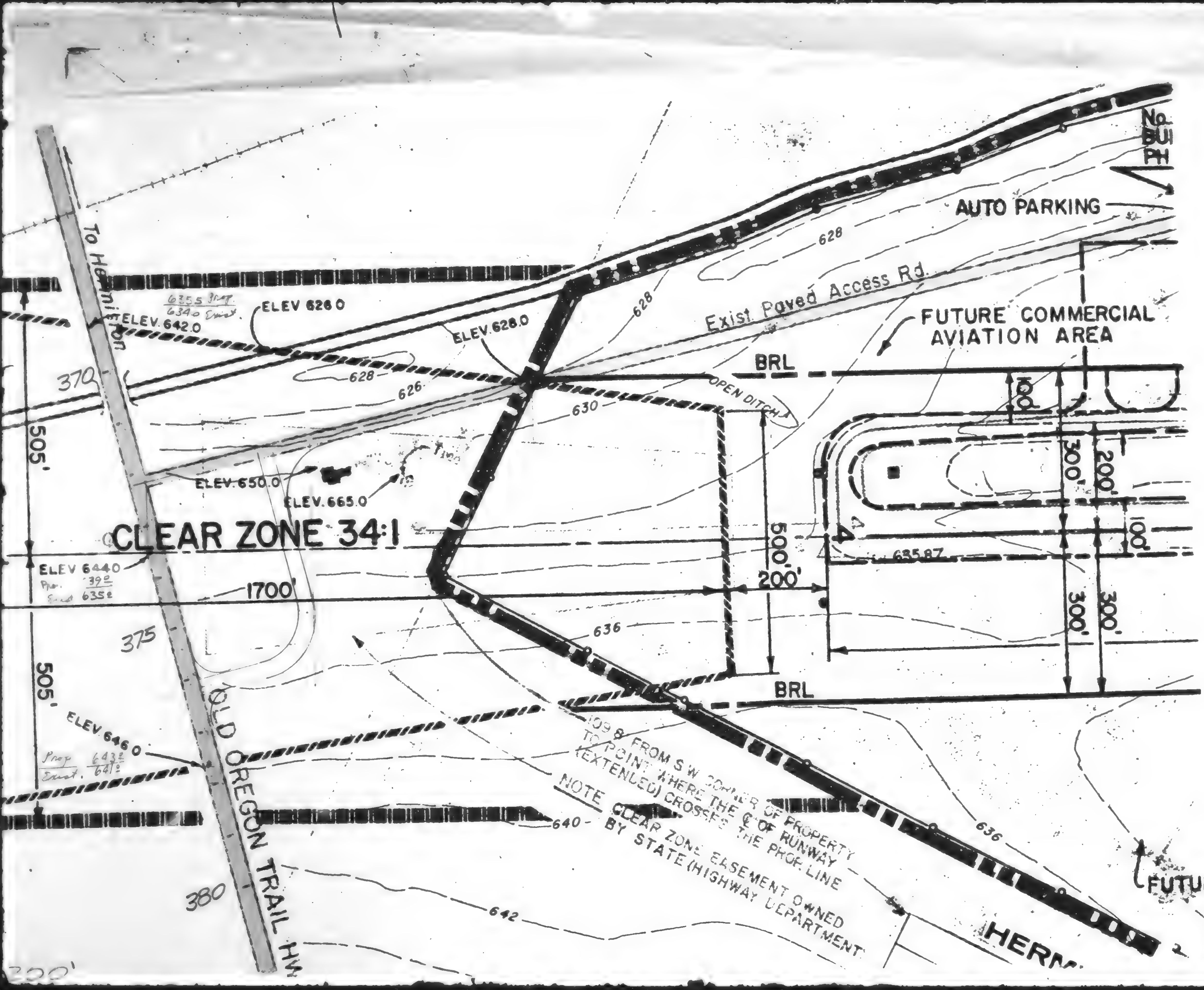
635.87
1098' FROM S.W. CORNER OF PROPERTY TO POINT WHERE THE ℄ OF RUNWAY (EXTENDED) CROSSES THE PROP. LINE
NOTE CLEAR ZONE EASEMENT OWNED BY STATE (HIGHWAY DEPARTMENT)
Scale: 1"=200'


To Hermiston
370
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505'
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ELEV. 642.0
635.5 Prop
634.0 Exist.
ELEV 626.0
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ELEV. 665.0
CLEAR ZONE 34:1
ELEV 644.0
Prop. 639.0
Exist 635.0
1700'
ELEV. 646.0
Prop. 643.0
Exist. 641.0
OLD OREGON TRAIL HW
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Exist Paved Access Rd.
AUTO PARKING
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200'
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300'
635.87
109.8' FROM S.W. CORNER OF PROPERTY TO POINT WHERE THE ℄ OF RUNWAY (EXTENDED) CROSSES THE PROP. LINE
NOTE CLEAR ZONE EASEMENT OWNED BY STATE (HIGHWAY DEPARTMENT
HERM
FUTU
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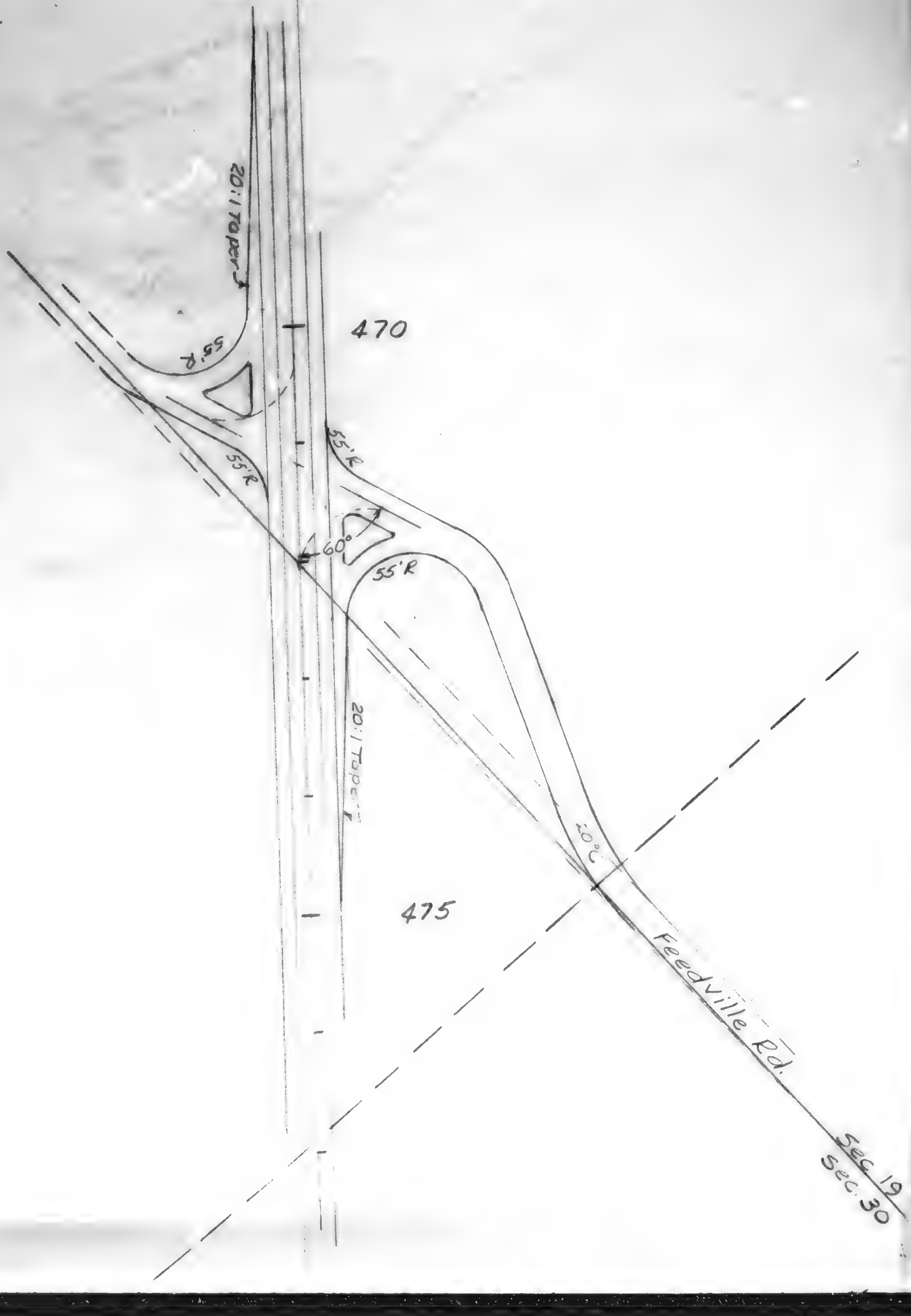
20:1 Taper
55'R
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55'R
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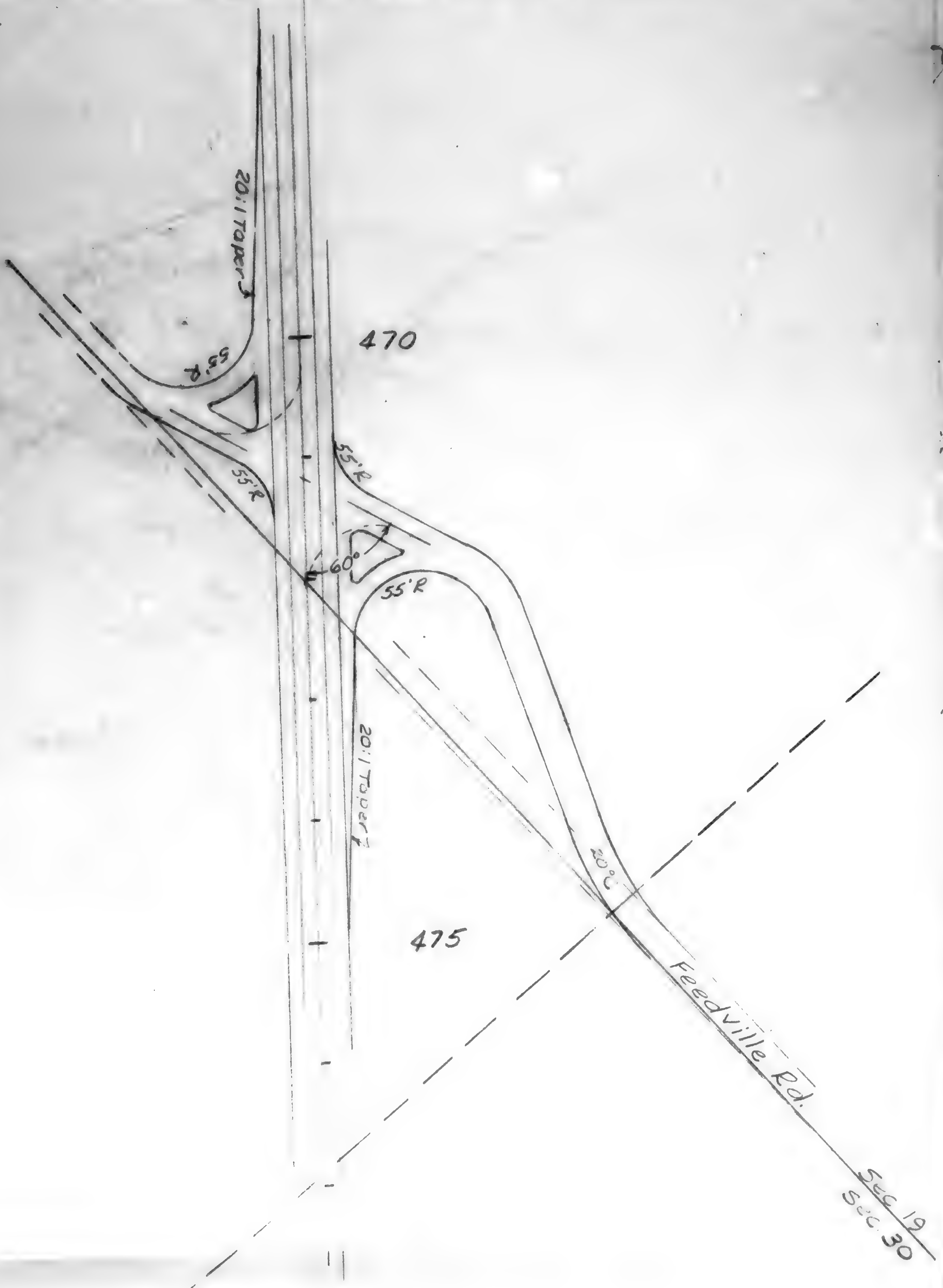
20°C
475
Feedville Rd.
Sec. 19
Sec. 30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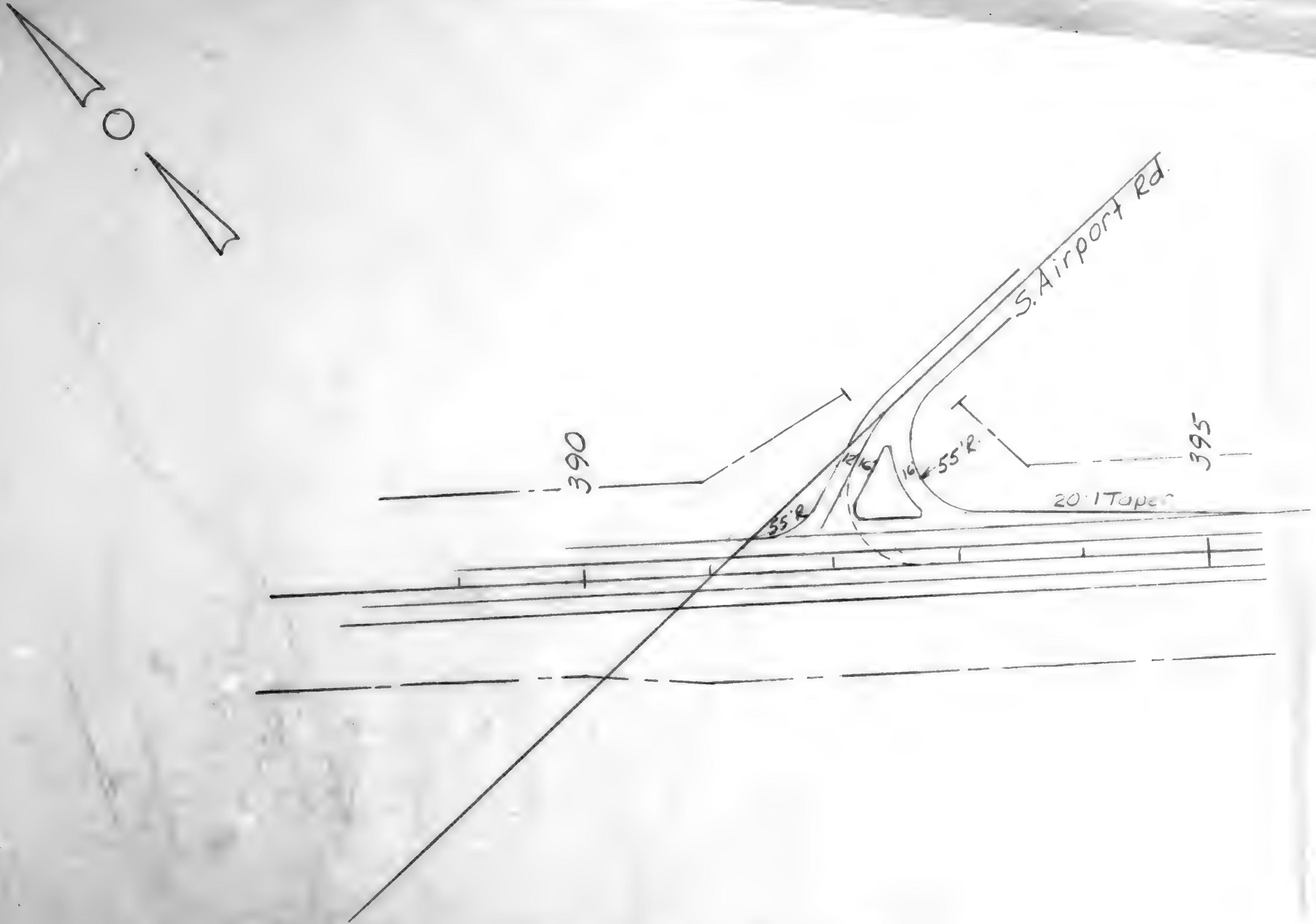
Feedville Rd.
Sec 19
Sec 30


S. Airport Rd.
390
12'
16'
16'
55'R
395
55'R
20:1 Taper

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 20, 1979

FROM: W. E. Schwartz
Region 5 Engineer

SUBJECT: Modification of Road Connections

TO: George Wills
Field Location Engineer

SALEM

In response to your telephone call to this office, I have had our designer modify several road connections to the Hermiston-Stanfield Section. Machine copies of the appropriate section of detail map are attached.

Airport Road. This is the main route to the newly reconstructed Hermiston Airport. We wish to move the connection southerly, away from the vertical curve and the bridge over the USRS Feed Canal. The four lanes should extend to this point. This modification has been requested by the City of Hermiston and we concur that it is appropriate.

South Airport Road. A right angle connection is proposed to provide better sight distance to the highway upon entry.

Hooker Road and Feedville Road. Connections made at right angles and opposite each other to provide better sight distance and entry to the highway.

These connections should be designed and built to accommodate future four laning of this section. We recommend that these proposals be included in the hearing maps.

WES:vt
Enc.

NOTED
W. N. HACKLEMAN

Wills

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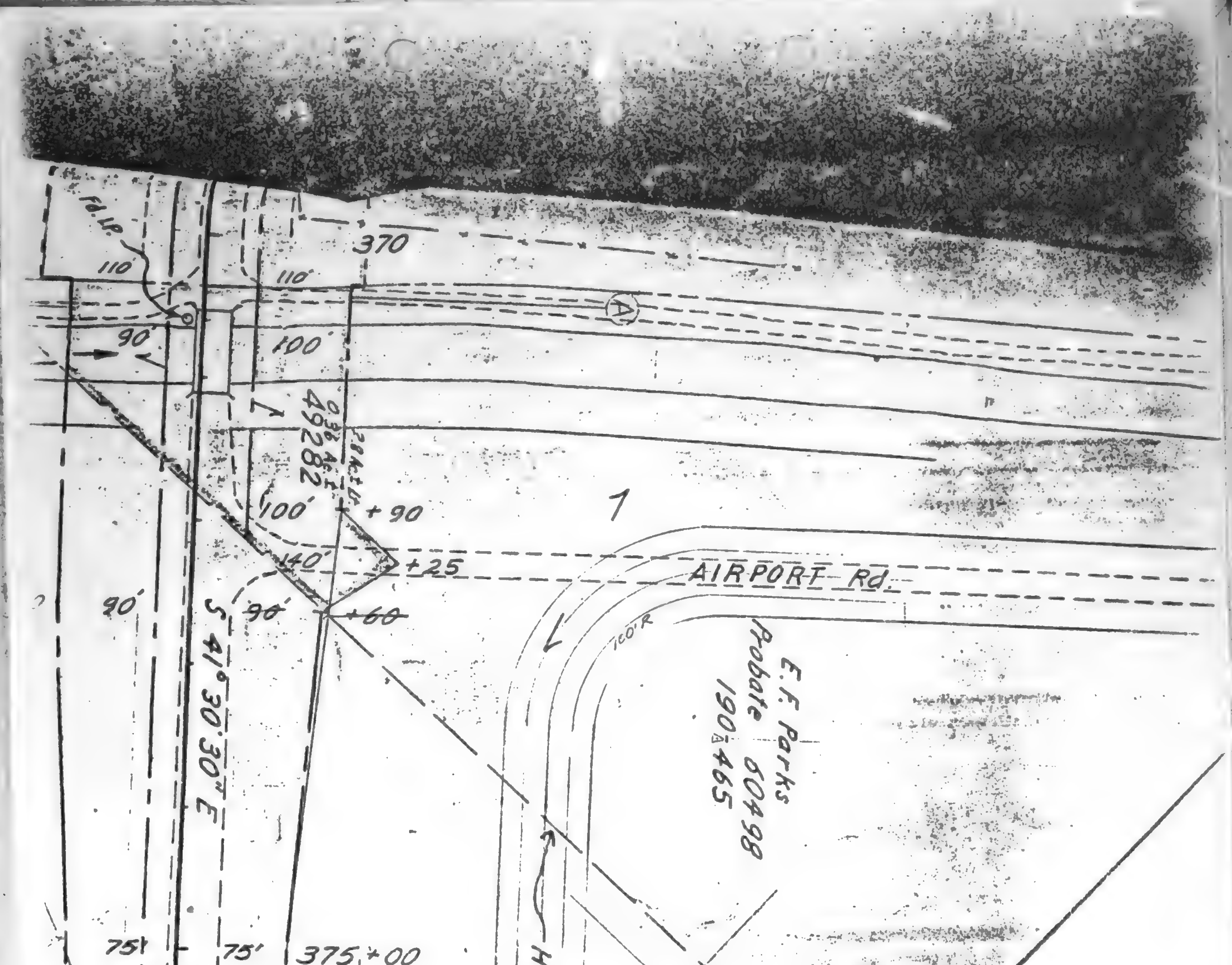
LOCATION


110
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AIRPORT Rd.
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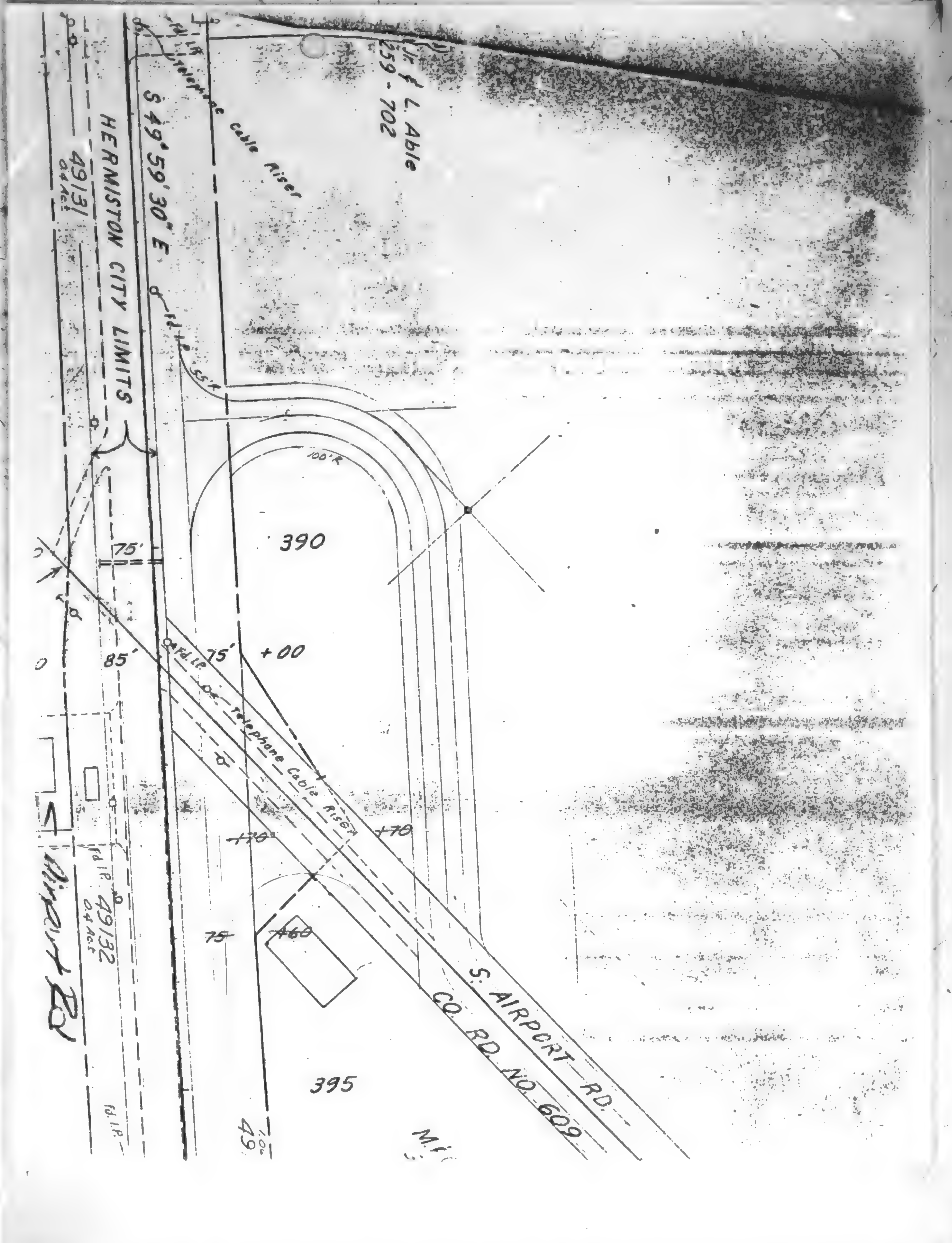
E.F. Parks
Probate 60498
190/465
HERMISTON CITY LIMITS
75'
75'
375+00
55'R
130'R
75'
+65
376+73.79 P.S.
75'
+50
Airport Rd.
378+73.79 P.S.C.


Fd. I.P.
Telephone Cable Riser
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HERMISTON CITY LIMITS
S 49°59'30" E
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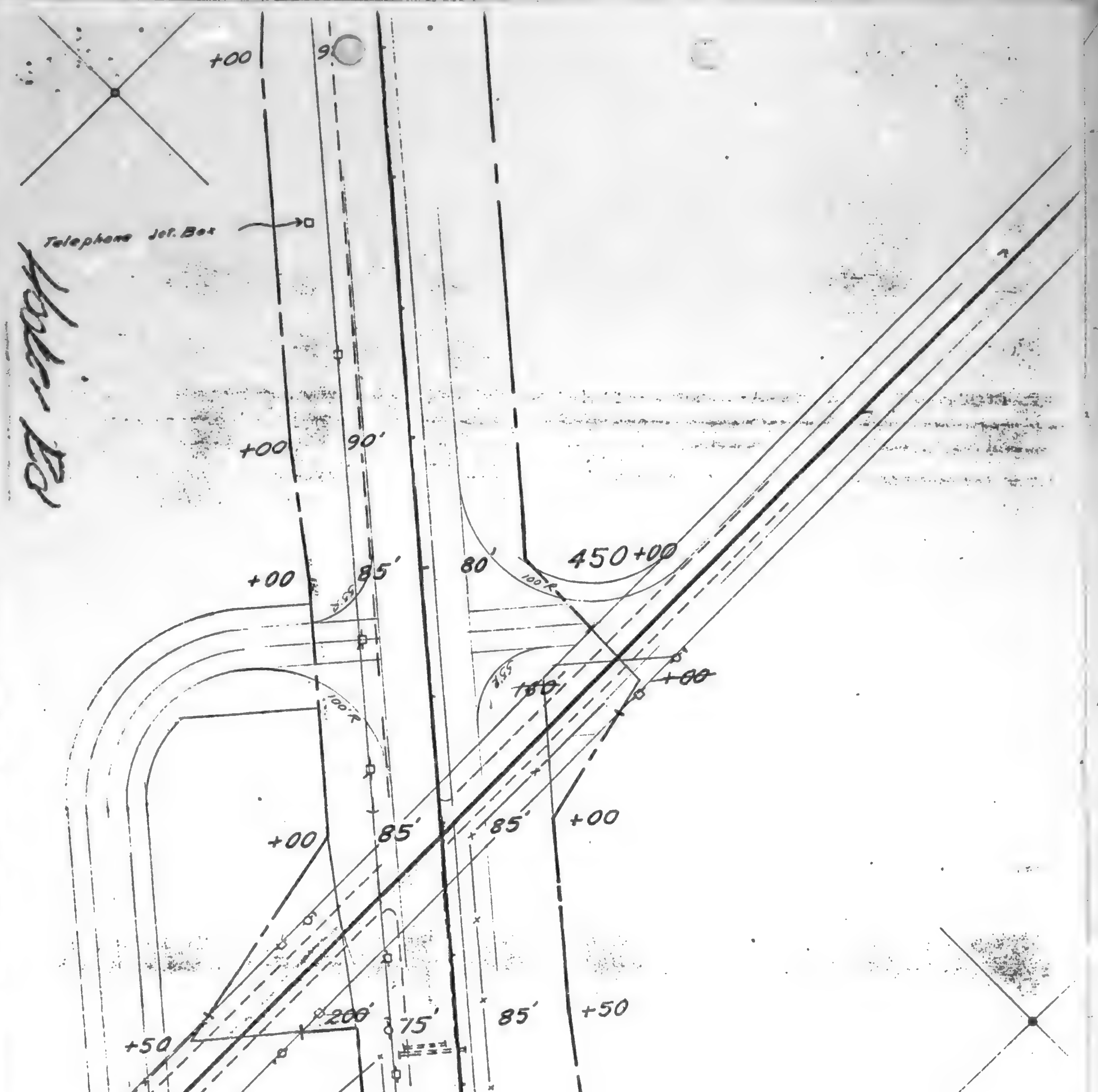
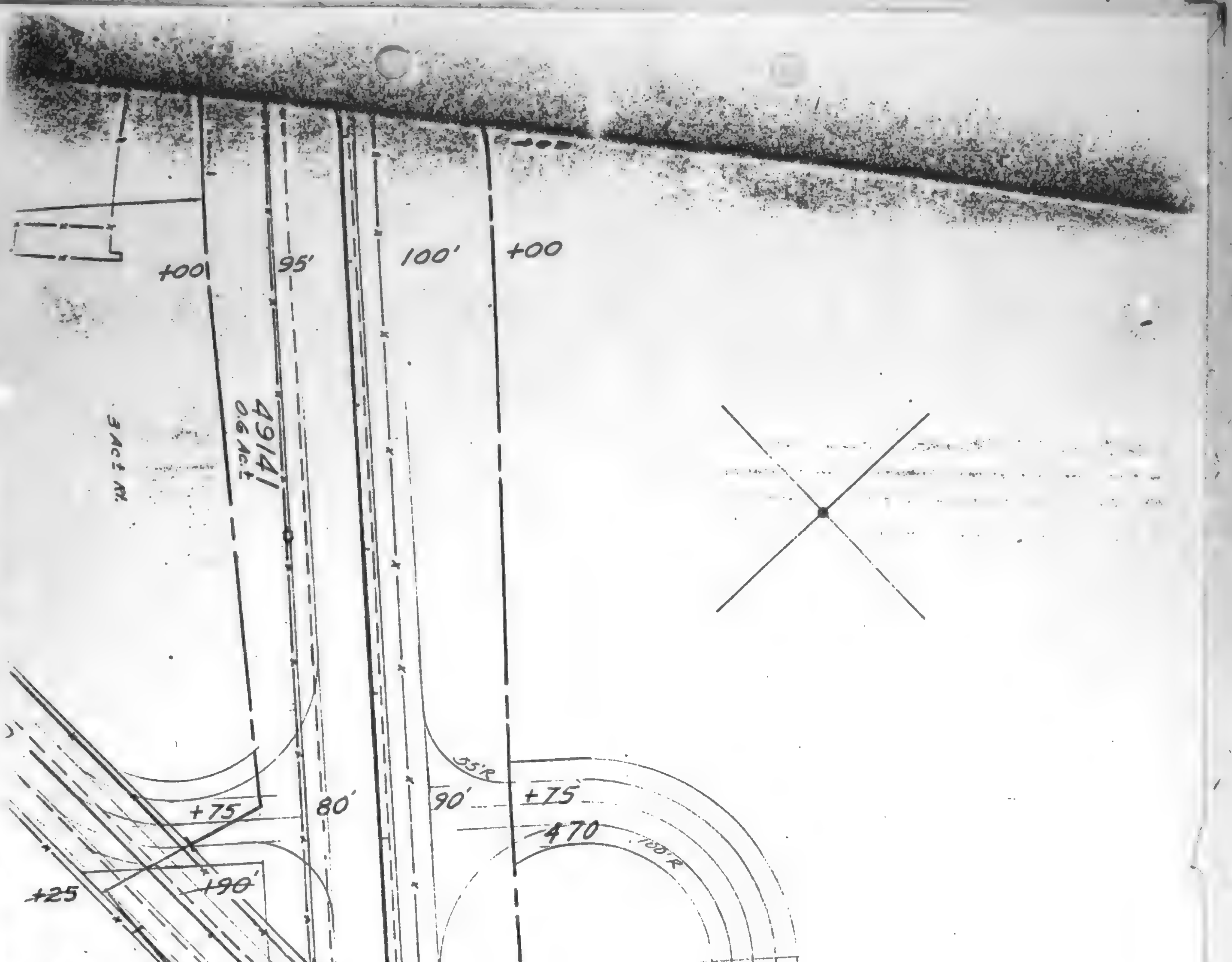
CO. RD. NO. 609
395
Fd. I.P.
49
Mi


+00
9
Telephone Jct. Box
Holden Rd
+00
90'
+00
85'
80
450+00
100' R
55'
100' R
55'
100'
+00
+00
85'
85'
+00
200'
75'
85'
+50
+50
95'
455+00
80'
+00



+00
95'
100'
+00
49141
0.6 Ac.±
3 Ac± M.
55'R
+75
80'
90'
+75
470
100'R
+25
190'
+75
80'
90'
+50
+00
200
90'
+50
100'R
Foothill Rd

N.D. & E.D. B-
273-235.25

① Sta. 370+40
Const. Approach

② Sta 370+55
Const. Approach

③ Sta 371+10 To Sta. 372+60
Remove Guard Rail-50'
Const. Guard Rail-25'(Type 3)
-125'(Type 2A)
(3A) Const. Anchor-1(Type 1)
(3B) Inst. End Piece-1(Type C)

④ Sta. 371+10 To Sta 371+85
Remove Guard Rail-50'
Const. Guard Rail-25'(Type 3)
-50'(Type 2A)
(4A) Const. Anchor-1(Type 1)
(4B) Inst. End Piece-1(Type C)

⑤ Sta. 372+20
Const. Road Connection

⑥ Sta 382+00
Const Approach
Inst. 12"Culv. Pipe-66'
Tr. Exc. 11 C.Y.

⑦ Sta 383+60
Const. Approach
Inst. 12"Culv Pipe-60'
Tr. Exc. 10 C.Y.

⑧ Sta 384+90
Const. Approach
Inst. 12"Culv. Pipe-60'
Tr. Exc 10 C.Y.

⑨ Sta 385+35
Const. Approach
Inst. 12"Culv. Pipe-56'
Tr. Exc. 9 C.Y.

⑩ Sta. 391+00
Const. Road Connection
Inst. 18"Culv. Pipe-216'
Tr. Exc. 50 C.Y.

⑪ Sta. 392+55
Const. Approach
Inst. 12"Culv. Pipe-60'
Tr. Exc 10 C.Y.

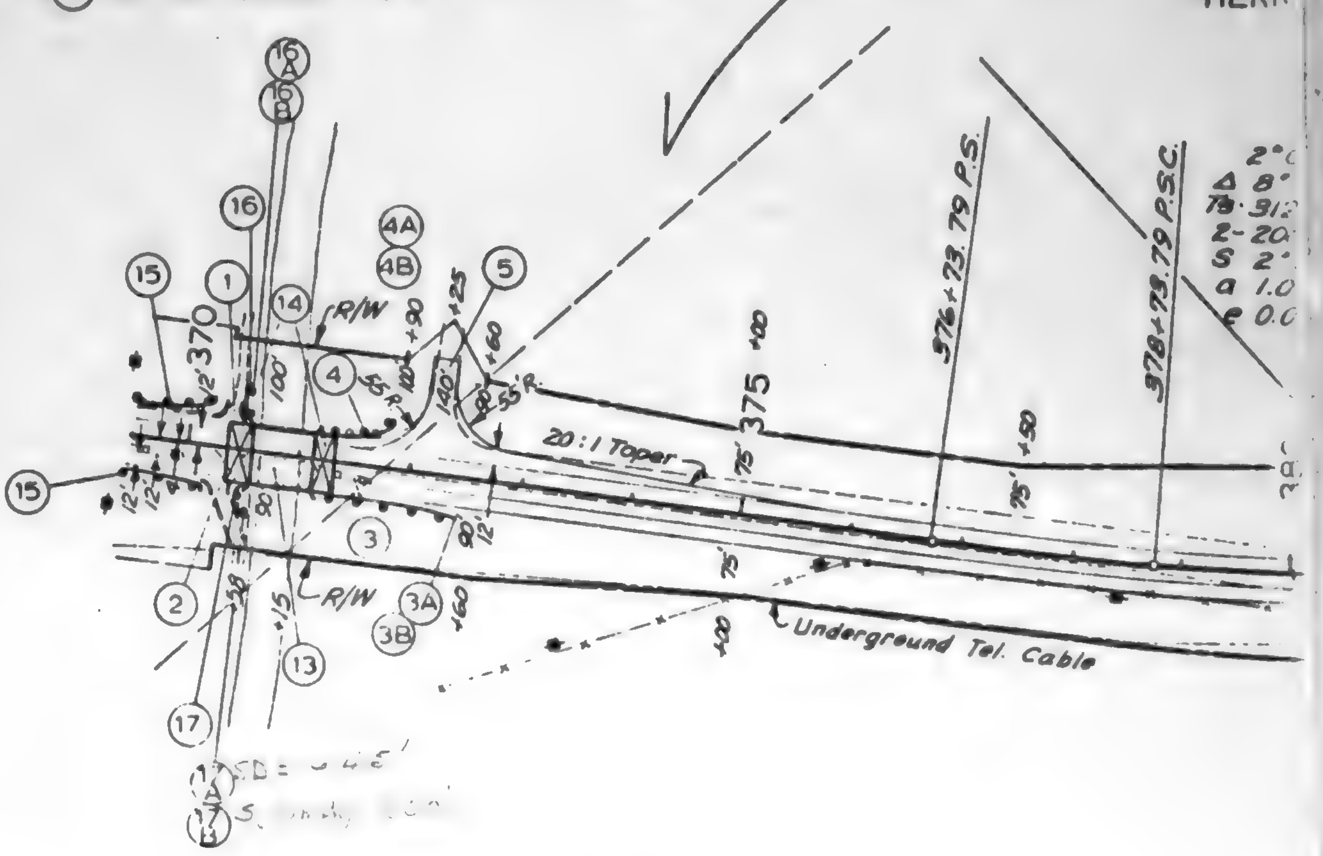
2) Sta. 390+10
Remove Extg 12"Culv. Pipe-59'
Tr. Exc 10 C.Y.

3) Bridge No. 476A
Remove Extg. Structure
Const Prestressed Conc. Slab Span Structure-57'
Roadway Width-50'
(For Drg Nos., See Sht. 1)

4) Const. Reinf. Conc. Bridge Panel
(Drg. No 2070)

⑮ See Sht. 4, Notes 14 & 15

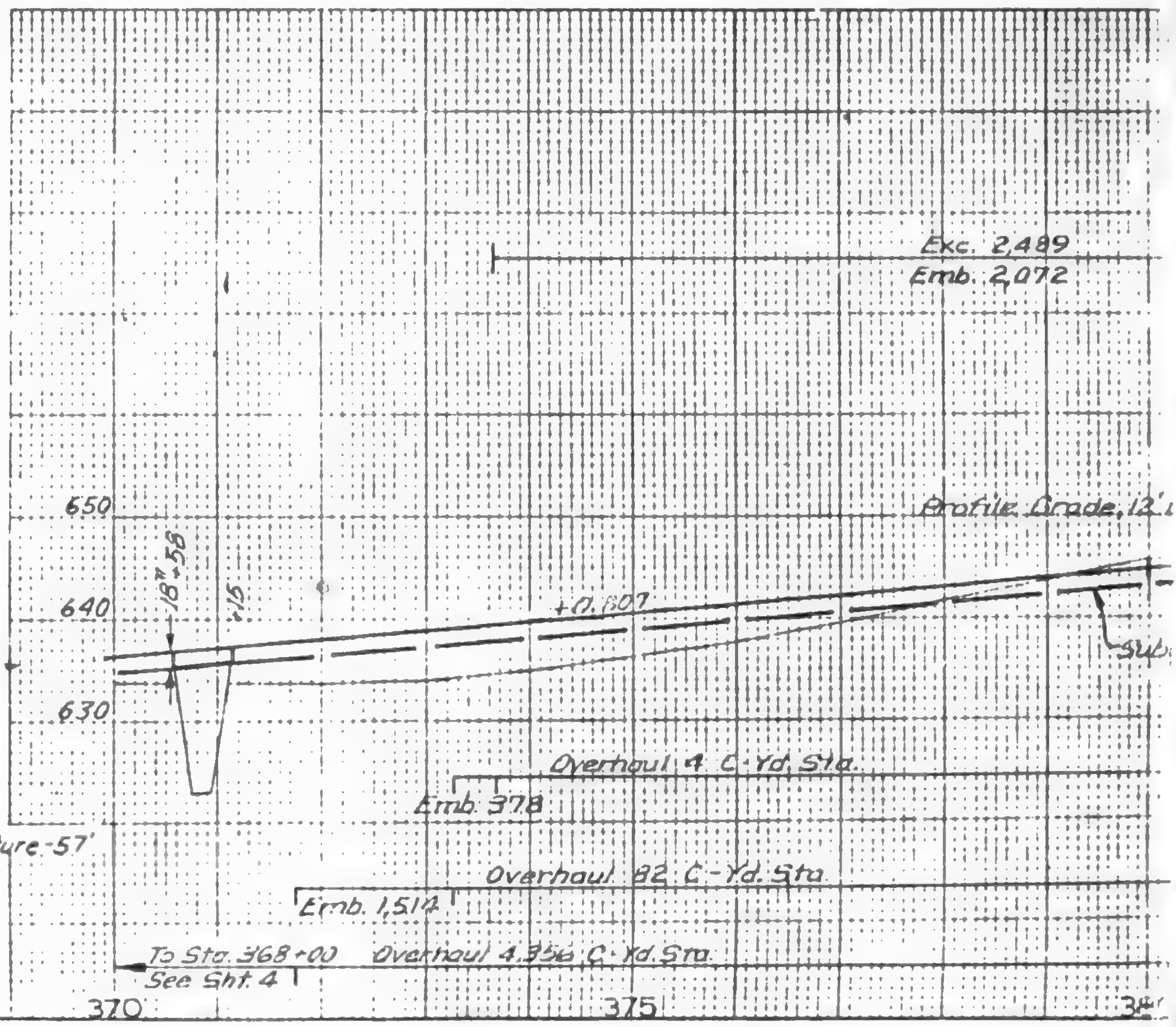
T.4N.,R.
HERN



16A
16B
16
15
1
14
4A
4B
5
370
R/W
100'
+90
+25
+60
140'
55'R.
55'R.
4
15
12'
12'
20'
3
20:1 Taper
375
+00
75'
75'
+50
376+73.79 P.S.
378+73.79 P.S.C.
2°
Δ 8°
Ts 312
2-20
S 2°
a 1.0
e 0.0
R/W
2
58
+15
3A
3B
+60
75'
+00
Underground Tel. Cable
13
17
17A
17B

⑯ Sta. 370+55
Const Guard Rail-25'(Type 3)
-12.5'(Type 2A)
(16A) Const. Anchor-1(Type 1)
(16B) Inst. End Piece-1(Type C)

⑰ Sta. 370+55
Const. Guard Rail-25'(Type 3)
-12.5'(Type 2A)
(17A) Const. Anchor-1(Type 1)
(17B) Inst. End Piece-1(Type C)



Airport Road

Const. Guard Rail-25'(Type 3)
-125'(Type 2A)
(3A) Const. Anchor-1(Type 1)
(3B) Inst. End Piece-1(Type C)

④ Sta. 371+10 To Sta 371+85
Remove Guard Rail-50'
Const. Guard Rail-25'(Type 3)
-50'(Type 2A)
(4A) Const. Anchor-1(Type 1)
(4B) Inst. End Piece-1(Type C)

⑤ Sta. 372+20
Const. Road Connection

⑥ Sta 382+00
Const Approach
Inst. 12"Culv. Pipe-66'
Tr. Exc. 11 C.Y.

⑦ Sta 383+60
Const. Approach
Inst. 12"Culv. Pipe-60'
Tr. Exc. 10 C.Y.

⑧ Sta 384+90
Const. Approach
Inst. 12"Culv. Pipe-60'
Tr. Exc. 10 C.Y.

⑨ Sta 385+35
Const. Approach
Inst. 12"Culv. Pipe-56'
Tr. Exc. 9 C.Y.

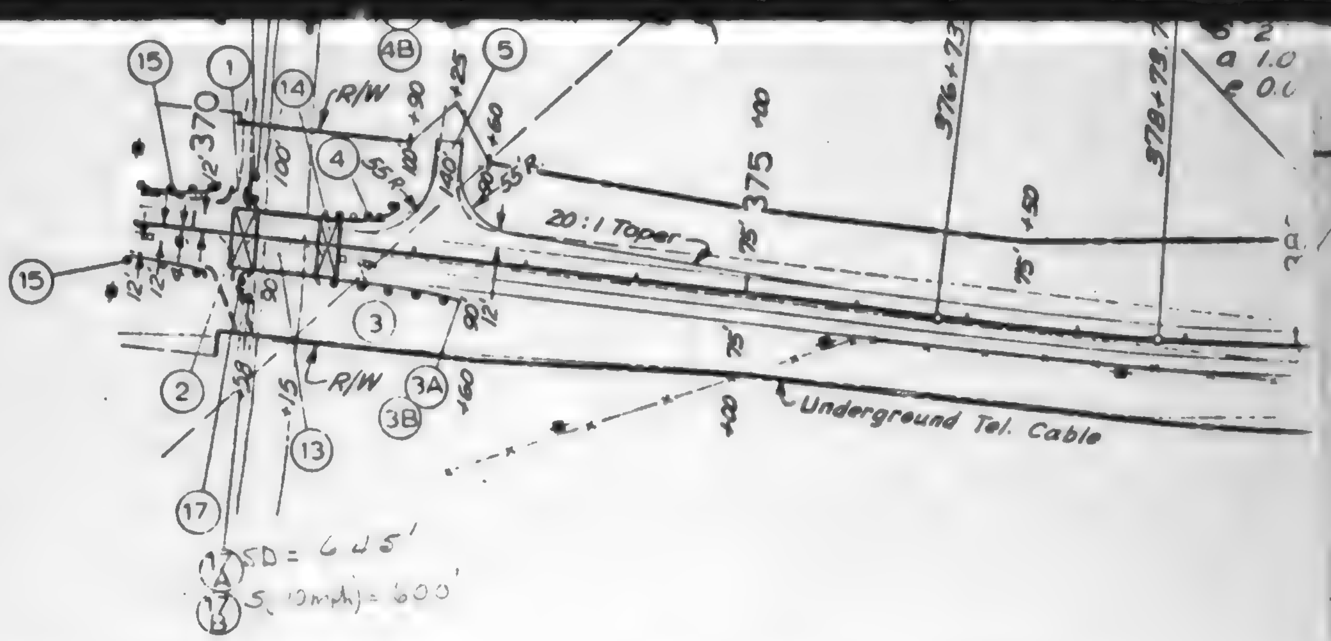
⑩ Sta. 391+00
Const. Road Connection
Inst. 18"Culv. Pipe-216'
Tr. Exc. 50 C.Y.

⑪ Sta. 392+55
Const. Approach
Inst. 12"Culv. Pipe-60'
Tr. Exc 10 C.Y.

⑫ Sta. 390+10
Remove Extg 12"Culv. Pipe-59'
Tr. Exc. 10 C.Y.

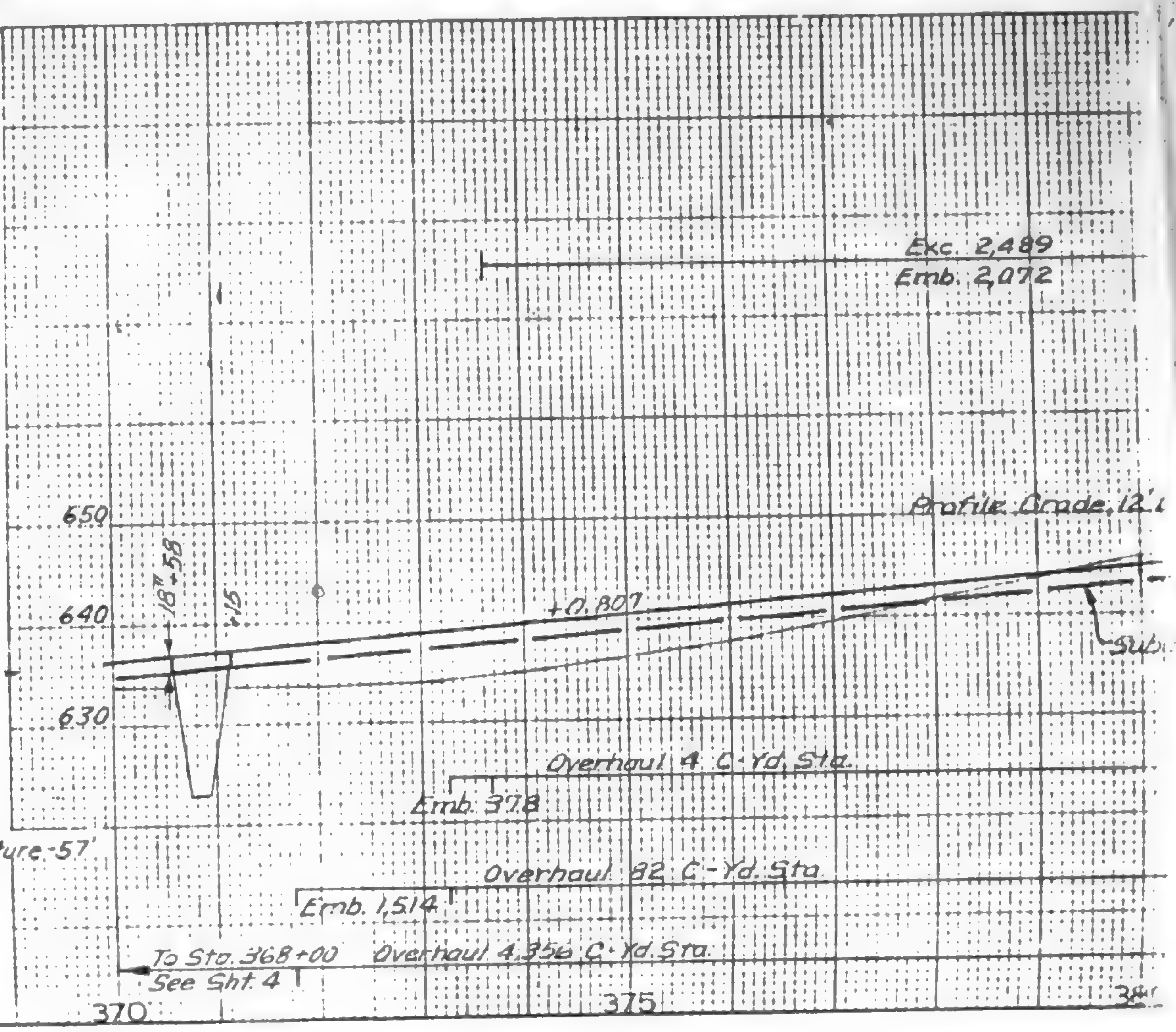
3) Bridge No. 476A
Remove Extg. Structure
Const. Prestressed Conc. Slab Span Structure-57'
Roadway Width-50'
(For Drg Nos., See Sht. 1)

4) Const. Reinf. Conc. Bridge Panel
(Drg. No 2070)


4B
15
1
14
R/W
+90
+25
5
+60
370
12'
100'
4
55'R
100'
140'
90
55'R
375
+00
376+73
378+73
2
a 1.0
e 0.0
20:1 Taper
75'
+50
75'
15
12'
12'
90
3
90
12'
75'
2
58
+15
R/W
3A
3B
160
+00
Underground Tel. Cable
13
17
(17A) SD = 645'
(17B) S(?0mph) = 600'

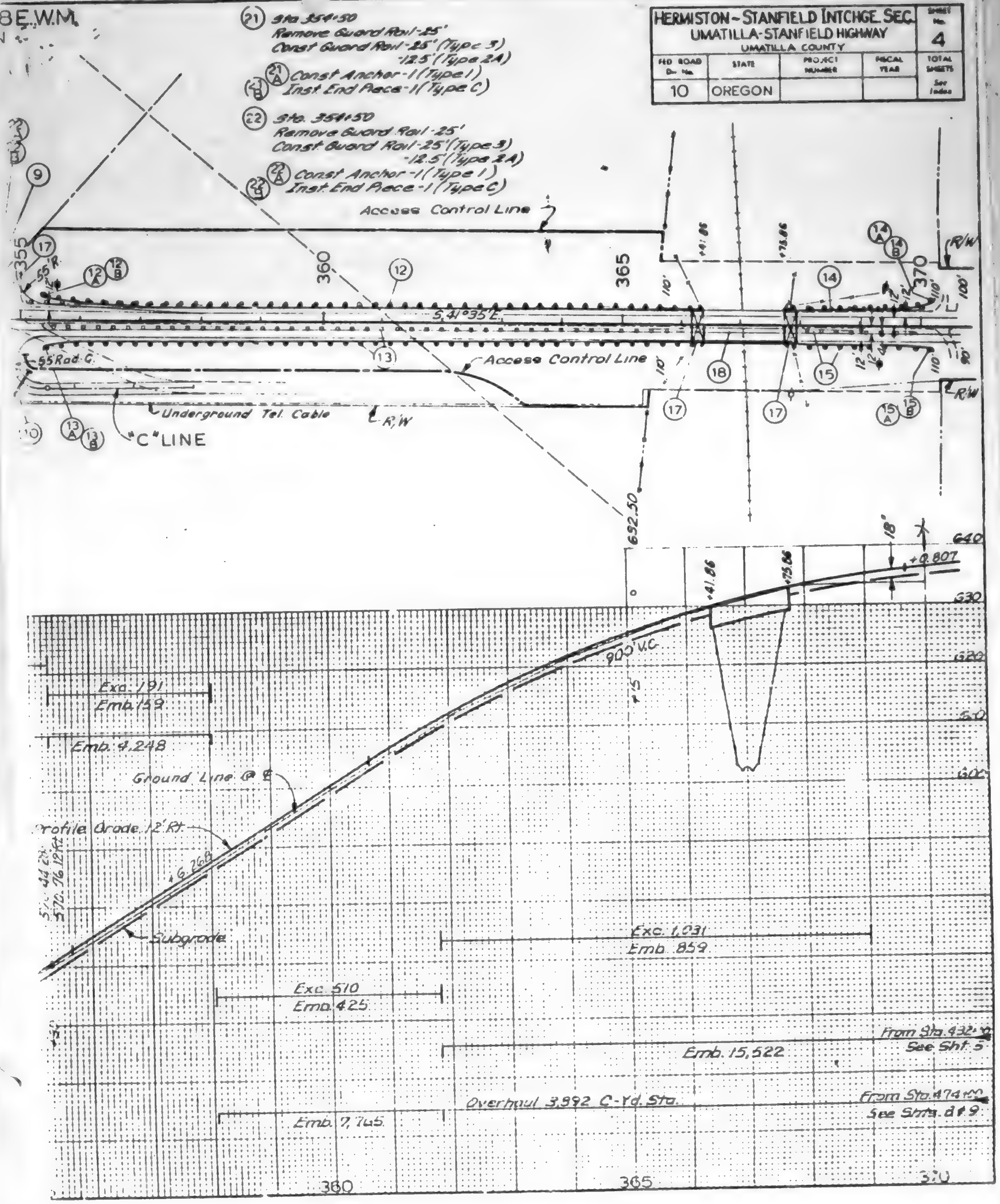
⑯ Sta. 370+55
Const Guard Rail-25'(Type 3)
-12.5'(Type 2A)
(16A) Const. Anchor-1(Type 1)
(16B) Inst. End Piece-1(Type C)

⑰ Sta. 370+55
Const. Guard Rail-25'(Type 3)
-12.5'(Type 2A)
(17A) Const. Anchor-1 (Type 1)
(17B) Inst. End Piece-1(Type C)



Airport Road

| HERMISTON - STANFIELD INTCHGE. SEC.<br>UMATILLA-STANFIELD HIGHWAY<br>UMATILLA COUNTY | | | | SHEET No.<br>4 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

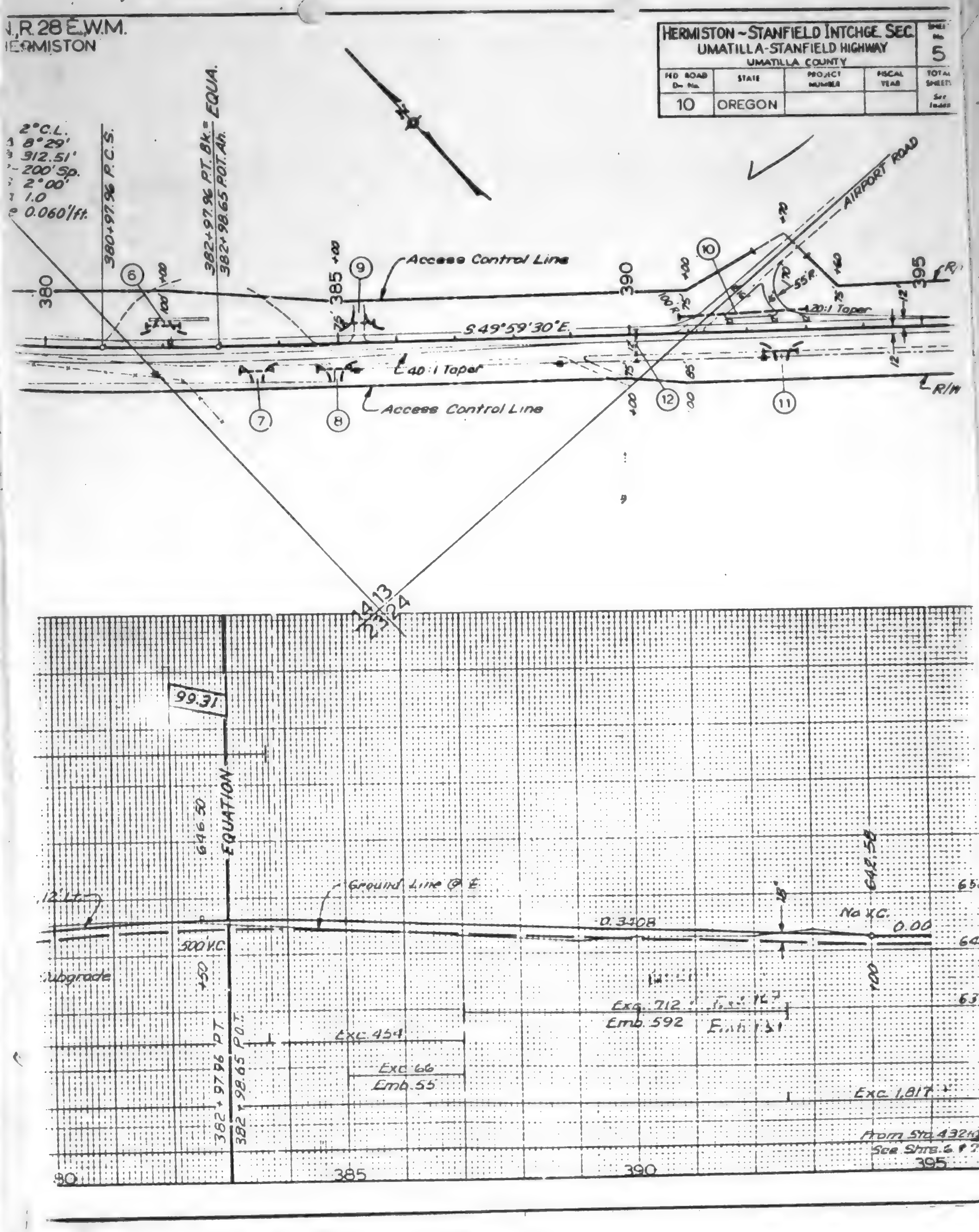


(21) Sta 354+50
Remove Guard Rail-25'
Const Guard Rail-25' (Type 3)
-12.5' (Type 2A)
(21A) Const Anchor-1 (Type 1)
(21B) Inst. End Piece-1 (Type C)

(22) Sta. 354+50
Remove Guard Rail-25'
Const Guard Rail-25' (Type 3)
-12.5' (Type 2A)
(22A) Const Anchor-1 (Type 1)
(22B) Inst. End Piece-1 (Type C)

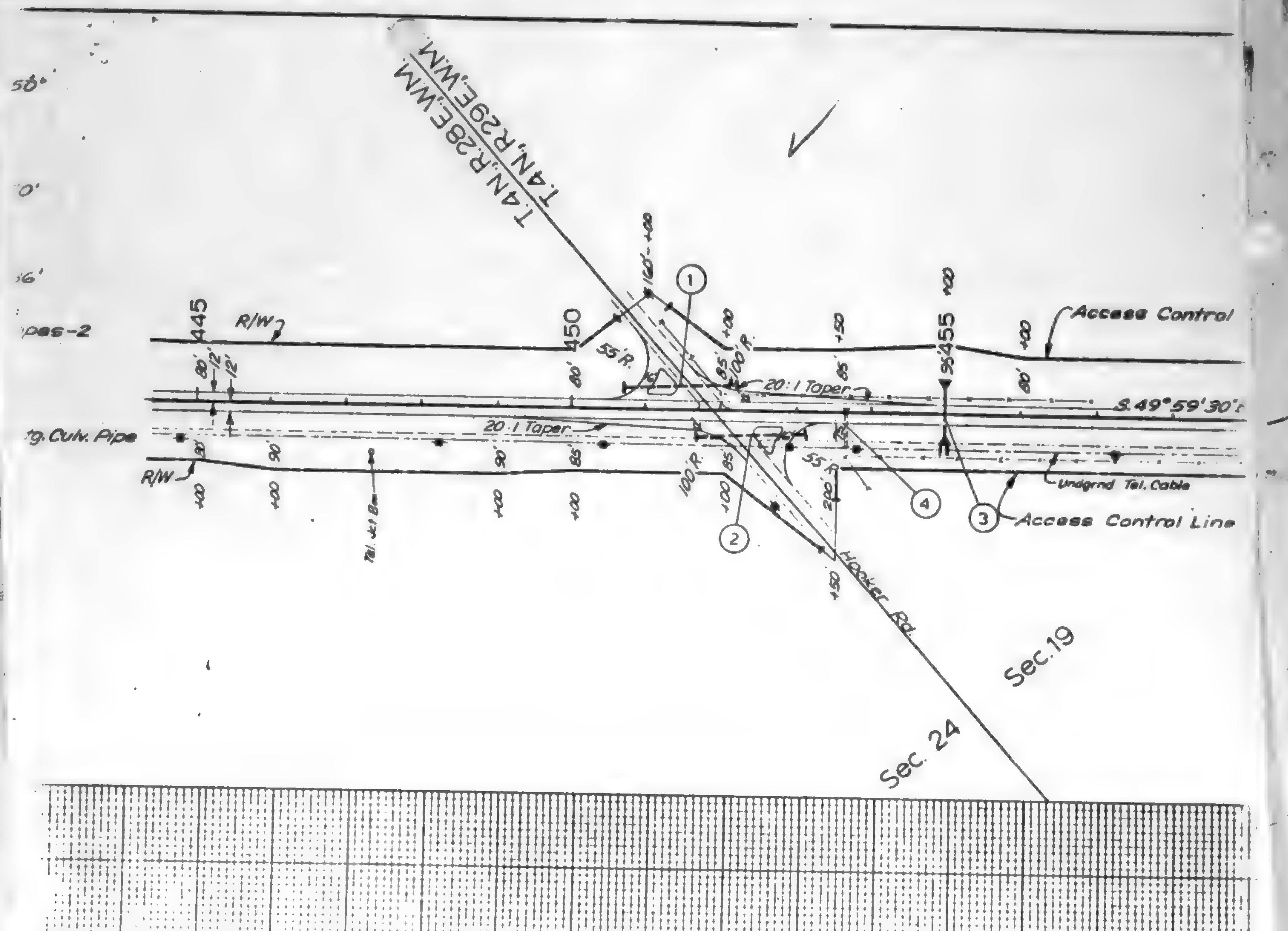
8E.W.M.
9
17
355
360
365
370
12A
12B
12
55' R.
14A
14B
14
Access Control Line
S 41°35' E
110'
100'
12'
+41.86
+75.86
R/W
55' Rad. C.
13
13A
13B
Access Control Line
18
15
15A
15B
17
17
110'
90'
Underground Tel. Cable
R/W
"C" LINE
652.50
640
630
620
610
600
18'
+0.807
900' V.C.
Exc. 191
Emb. 159
Emb. 4,248
Ground Line @ ℄
Profile Grade 12' Rt.
+6.268
Subgrade
Exc. 1,031
Emb. 859
Exc. 510
Emb. 425
From Sta. 432+00
See Sht. 5
Emb. 15,522
Overhaul 3,992 C-Yd. Sta.
From Sta. 474+00
See Shts. 8 & 9
Emb. 7,745
360
365
370

| HERMISTON ~ STANFIELD INTCHGE. SEC.<br>UMATILLA-STANFIELD HIGHWAY<br>UMATILLA COUNTY | | | | | 5 |
|---|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS | |
| 10 | OREGON | | | See Index | |



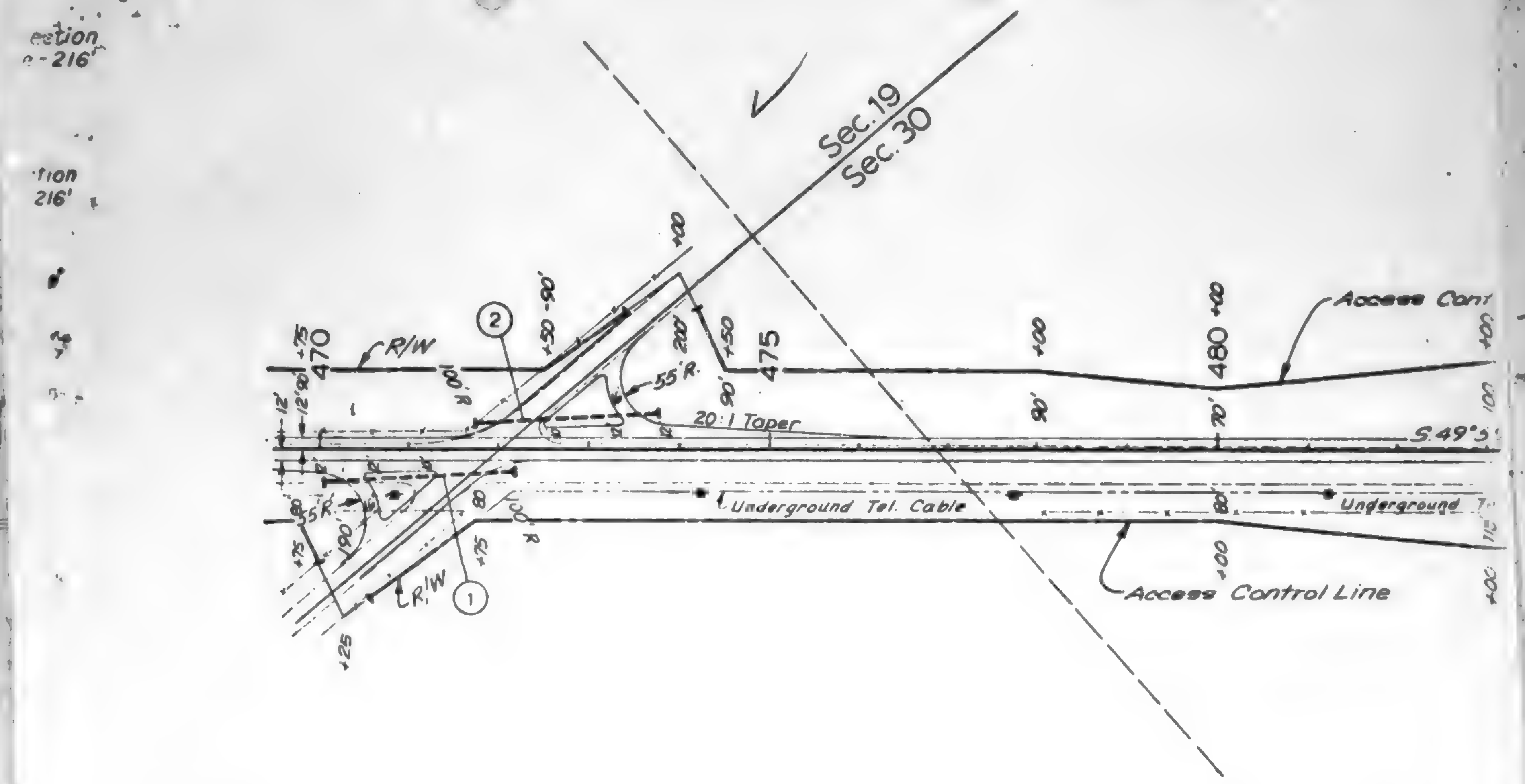
N., R. 28 E.W.M.
HERMISTON
2°C.L.
8°29'
312.51'
200' Sp.
2°00'
1.0
0.060'/ft.
380+97.96 P.C.S.
382+97.96 P.T. Bk. = EQUA.
382+98.65 P.O.T. Ah.
380
385 +00
390
395
⑥
⑦
⑧
⑨
⑩
⑪
⑫
Access Control Line
Access Control Line
AIRPORT ROAD
S.49°59'30"E.
40:1 Taper
20:1 Taper
55' R.
100' R.
R/W
R/W
12
75'
13
14
23
24
99.31
646.50
EQUATION
Ground Line @ ℄
12' Lt.
500' V.C.
Subgrade
0.3408
No V.C.
0.00
642.58
+50
+00
650
640
630
Exc. 454
Exc. 66
Emb. 55
Exc. 712
Emb. 592
Emb. 131
Exc. 1,817
From Sta. 432+00
See Shts. 6 & 7
382+97.96 P.T.
382+98.65 P.O.T.
380
385
390
395

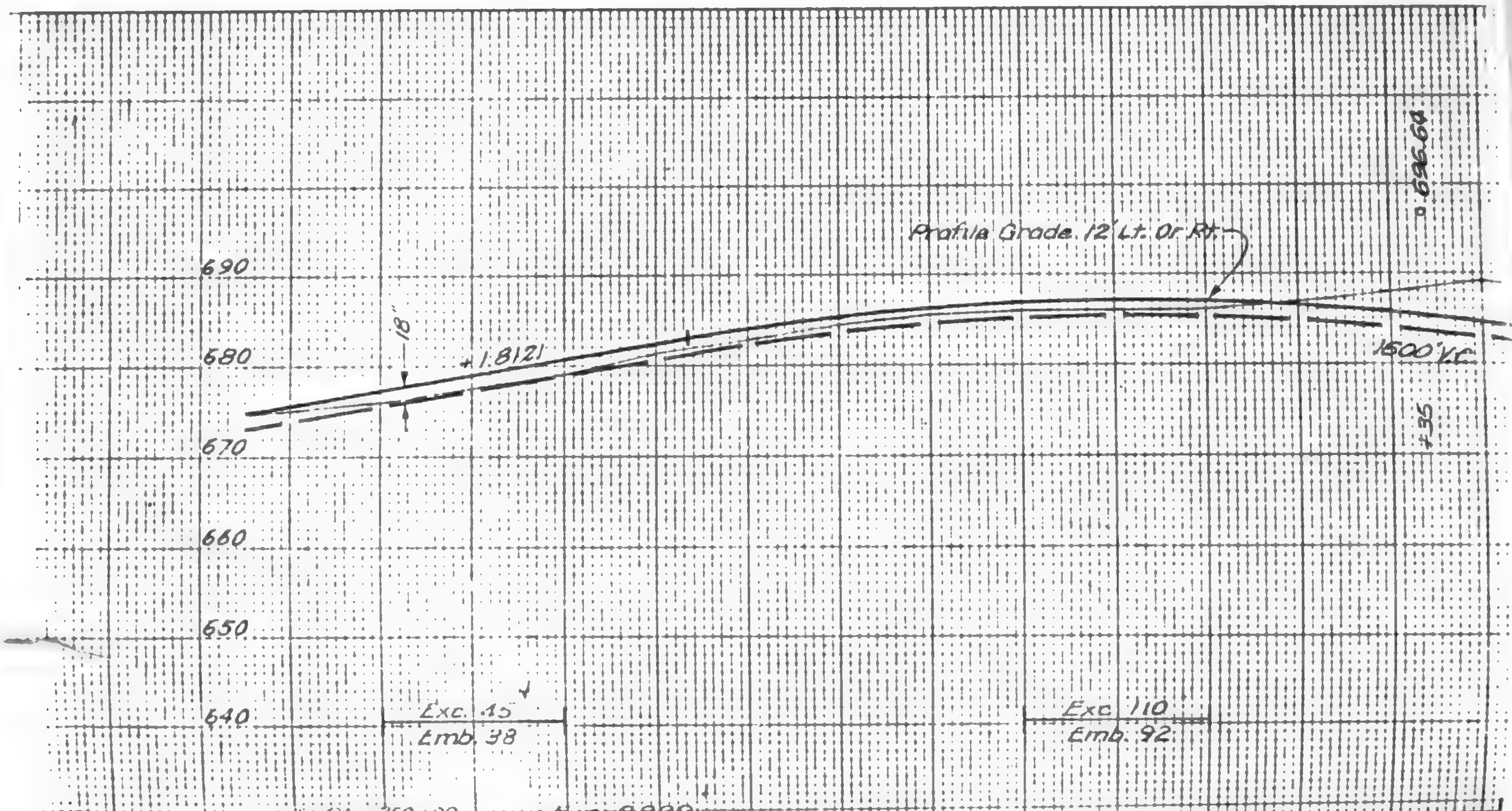
S. Airport Road

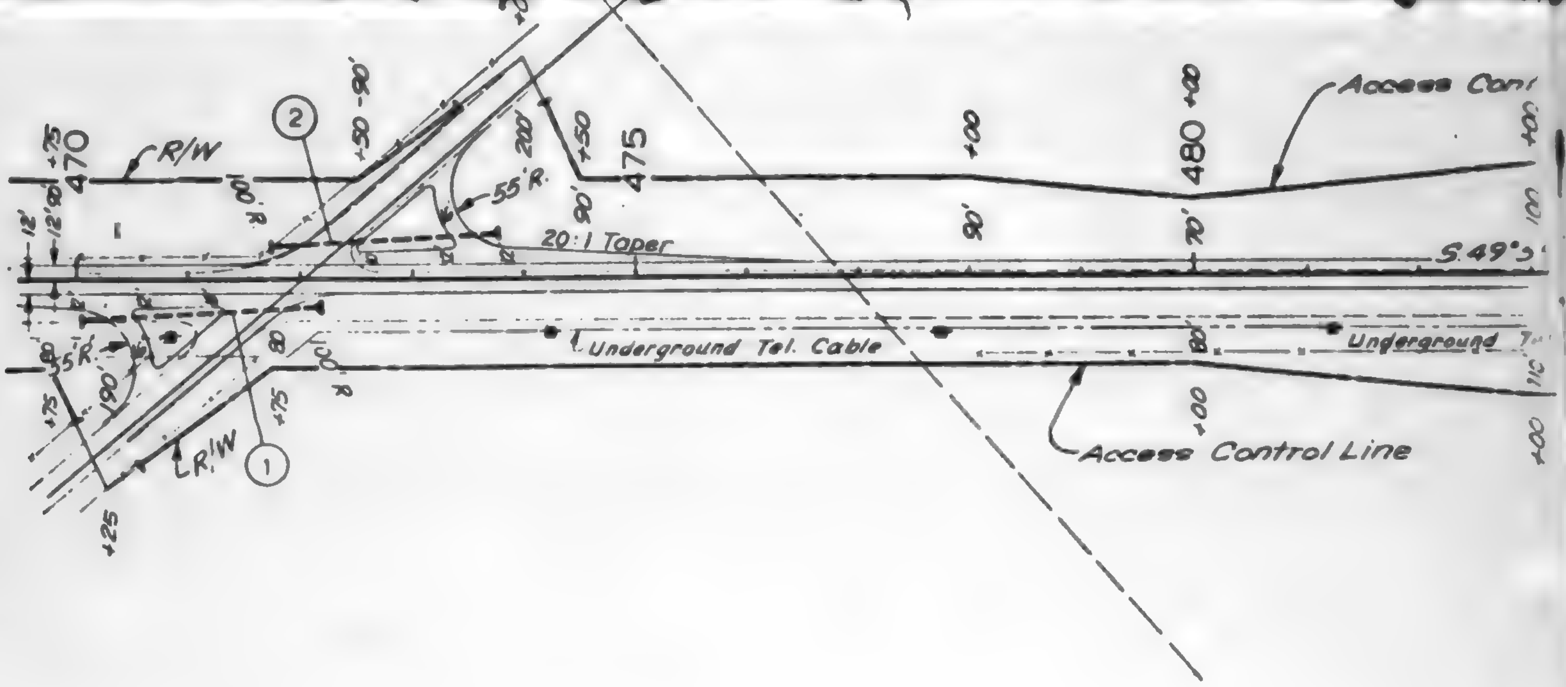

T.4N.,R.29E.,W.M.
T.4N.,R.28E.,W.M.
①
②
③
④
445
450
455
R/W
Access Control
Access Control Line
S.49°59'30"
20:1 Taper
55'R.
100'R.
Culv. Pipe
Tel. Jct Bx.
Undgrnd Tel. Cable
Hooker Rd.
Sec.19
Sec. 24
670
660
650
18"
-1.7232
648.86
700' V.C.
Exc. 139
Emb. 116
Emb. 1,101
Overhaul 66 C-Yd.Sta.
See Sht. 7
To Sta. 300+00
See Sht. 4
Profile Grou

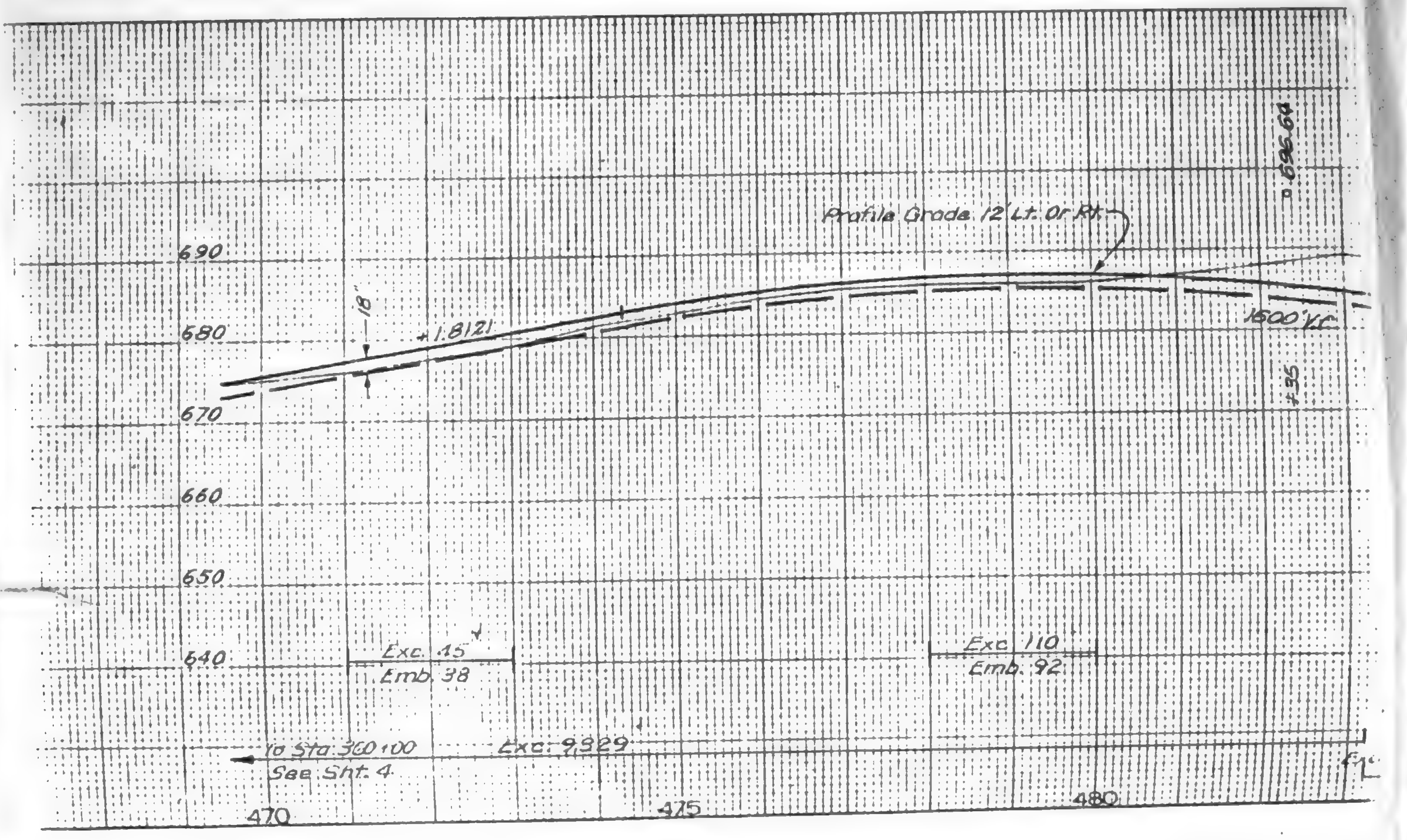
Hooker Road

T.4N.,R.29E.,W.M.


ection
-216'
tion
216'
Sec. 19
Sec. 30
R/W
470
+75
475
+50
+00
480
+00
+00
12'
12'
100' R
+50
+90
200'
55' R.
20:1 Taper
90'
90'
70'
S.49°5
Access Cont
100
55' R.
80
90
+75
100' R
80
+75
+25
R/W
Underground Tel. Cable
Underground Te
80
+00
+00
110
Access Control Line
1
2


690
680
670
660
650
640
Profile Grade 12' Lt. Or Rt.
+1.8121
18'
1600' V.C.
696.64
+35
Exc. 45
Emb. 38
Exc. 110
Emb. 92
To Sta. 360+00
See Sht. 4
Exc. 9,329
470
475
480


470
+75
R/W
12'
12'90'
②
+50
-90'
200'
+50
475
55'R.
100'R
90'
20:1 Taper
+00
90'
480+00
70'
Access Con
100
+00
S 49°5
Underground Tel. Cable
Underground T
55'R.
90'
+75
80
100'R
+75
R/W
①
+25
+00
80
110
+00
Access Control Line


696.64
Profile Grade 12' Lt. Or Rt.
690
680
670
660
650
640
18'
+1.8121
1600' VC
+35
Exc. 45
Emb. 38
Exc. 110
Emb. 92
To Sta. 360+00
See Sht. 4
Exc. 9,329
470
475
480

Feedville Road

9359

GENERAL FILES

4

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

**INTER-OFFICE CORRESPONDENCE**

**FILE:**

May 1, 1978

**FROM:** Frank E. Terpin
Location Engineer F.E.T.

**TO:** W. E. Schwartz
Region Engineer

**SUBJECT:** Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

The subject project is listed in the Six-Year Program as an overlay 4.8 miles long with a programmed amount of $820,000. The location survey has been worked up using a 4-lane section with continuous left-turn refuge and curbs with a cost estimate of about $4,000,000. Several alternatives have been discussed.

1. If some additional funds over the $820,000 on the program could be made available, a 4-lane with continuous left-turn refuge could be constructed for 1.1 miles from Elm Street to Punkin Center Road for about $1,100,000. This project would furnish additional lane capacity through the section with highest traffic (10,000 ADT+).

2. A lessor improvement but one which would relieve some of the congestion throughout the 4.8-mile length would be a 2-lane widening project which would provide 6-foot shoulders and a 14-foot continuous left-turn refuge lane at a cost of approximately $1,500,000.

3. If funding is to be limited to the $820,000 program amount, the following alternative could be considered: Overlay 4.8 miles of the existing highway at a cost of $820,000±.

4. Widen, curb and overlay about 0.7 mile of the south end of the project to the 4-lane with left turn refuge.

5. Widen to provide 2 lanes with left-turn refuge and overlay the existing for about 2.6 miles on the southerly end.

Any of the foregoing, or other alternatives you may recommend, will require submittal of a program change request to Program Management.

Please review your regional priorities and take appropriate action.

GCW:mc

cc E. S. Hunter
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAY 2 '78
REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

9359

L

February 2, 1978

Ms. Dorothy Scheidemann
Staff Assistant to
Senator Mark O. Hatfield
Post Office Box 732
Salem, OR 97308

Dear Ms. Scheidemann:

In reference to your January 25 request, I am attaching a suggested reply to correspondence received by Senator Hatfield concerning the condition of Highway 395 between Umatilla and Hermiston.

Please let me know if you have any questions or I can be of further help.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Enc.

bc W. E. Schwartz

SUGGESTED REPLY FOR SENATOR HATFIELD'S CONSIDERATION

Mr. Kevin Helzer
Post Office Box 47
Umatilla, OR 97882

Dear Kevin:

The Oregon State Highway Division agrees with your assessment of traffic conditions along US395 between Umatilla and Hermiston, and recognizes the need for improvements such as you point out throughout the state highway system. Unfortunately, they do not have the financial resources to make all of the improvements as soon as the need becomes apparent.

In the Highway Division's Preliminary Six-Year Improvement Program, this project is scheduled to be reconstructed in fiscal year 1982. If the Division is successful in obtaining additional funds through a two-cent gas tax increase measure which is on the ballot of the May primary election, the project could be advanced to fiscal year 1980.

Thank you for your interest and concern for this highway-related problem. I hope I have answered your questions.

(Perhaps mention legislation being considered by this session of Congress that could impact this.)

Kevin Helzer
P.O. Box 47
Umatilla, OR 97882
January 13, 1978

The Honorable Mark A. Hatfield
United States Senate
Washington, D.C. 20515

Dear Senator Hatfield:

I am a student of Umatilla High School in Umatilla, Oregon. My school district is No. 6R. I am giving you my opinion on the hazardous highways and streets of this area. I feel that measures should be taken to improve these roads.

One of the worst areas is on Highway 395 between Umatilla, Oregon, and Hermiston, Oregon. This stretch of highway is approximately six miles long and is two lanes wide. There is a lot of traffic which drives this highway and this factor makes it very hazardous. If it could just have wider shoulders or a wider area to drive on then this would make it a lot safer for all of us.

In the past, the highway department has improved roads like this after someone has been killed. I would like to see this highway modified before more people get hurt.

What is your opinion on this matter and what measures do you think should be taken to improve our roads for our safety?

Respectfully yours,

Kevin Helzer

KH:cb

Kevin Helzer

RECEIVED
STATE HWY ENGR

JAN 27 '78

REFER TO
[illegible]

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  | ✓ |  |  |  |  |

9359 L.

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

July 7, 1976

Mr. Larry R. Campbell
165 W. Moore
Hermiston, Oregon 97838

Dear Mr. Campbell:

Thank you for attending my recent luncheon meeting in Hermiston.

The Oregon State Highway Division is well aware of the need for widening and upgrading of the Umatilla-Hermiston Section of US395. A plan is on the drawing board to accomplish this work. Unfortunately, the work will probably not be accomplished in the foreseeable future due to a lack of highway funds. Passage of the one-cent gasoline tax measure at the November general election may alleviate the problem somewhat so that badly needed projects such as you mention may be completed.

Thank you for your views.

Sincerely,

Governor

RWS:bh

bcc: DOT

RECEIVED
DOT OPERATIONS
JUL 8 '76
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
MARIE STEPHENS

COPY

006698

**OFFICE OF THE GOVERNOR**
**ROBERT W. STRAUB**

PLEASE RETURN
ORIGINAL LETTER

ODOT

Dear Fellow Oregonians:

Thank you for recognizing that good government is everyone's business. Your comments and suggestions will help us build a better Oregon. (Please return card at the door before leaving.)

Bob Straub

**PLEASE PRINT**

Name: Larry R. Campbell

Address: 165 W. Moore

City: Hermiston Zip Code: 97838

Comments: Hwy 395 from Hermiston to Umatilla must be widened immediately as a severe traffic hazard exists. Gov. Straub should give positive support to industrial development in the Hermiston-Umatilla areas. (over)

Please use back of card for additional comments.

It appears Gov. Straub is becoming enamored with ill advise and erroneous advice of the Sierra Club, in regard to Alumax and Nuclear power. I urge him to support Alumax and Pebble Springs.

Gov. Straub should give full and active support to irrigation project development in Umatilla and Morrow counties.

CEIVED
HWY ENGR.
JUN 29 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

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DOT OPERATIONS
JUN 29 '76
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FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
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RECEIVED
JUN 29 1976
OFFICE
DIRECTOR of TRANSPORTATION

9359

1-27-76

2

| | | |
|---|---|---|
| U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION<br>**LETTER OF APPROVAL AND/OR AUTHORIZATION** | | F ERAL AID PROJECT NO.<br>S-30-002(1) |
| | | STATE PROJECT NO.<br>Umatilla-Hermiston Sectio |
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Umatilla |
| | ITEM NO.<br>RS-81 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A.L

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>1-27-76 | FEDERAL ROUTE NUMBER<br>Secondary Route 30-002<br>STATE ROUTE NUMBER<br>State Route 54 |

GENERAL LOCATION:

US 395 NCL Hermiston North 4.84 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $52,000 - Federal funds $40,600.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-27-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-14-76 letter you are authorized to proceed with the work as shown above.

| | | |
|---|---|---|
| DATE<br>1-27-76 | SIGNATURE OF APPROVING OFFICIAL<br>Valach | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 1-27-76
BY (Signature): L. W. Rulien's 1-14-76 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS |
|---|---|---|---|---|
| 1 | RS-30-002(1) | 4.84 | 52,000 | 40,600 |

OTHER IDENTIFICATION AND/OR REMARKS (State)

| Location | Work |
|---|---|
| Umatilla-Hermiston Section<br>Umatilla County<br>State of Oregon | Preliminary Engineering including utility preparatory work. |

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info
Concur.
R/O
D/R
Sign
All

REMARKS (Division)

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 1-27-76
SIGNATURE AND TITLE: G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

9359

L.

PRG 6-2

January 14, 1976

TO: G. L. Green
Division Administrator

FROM: L. W. Rulien
Project Management Engineer

RE: Program Data Submission
Project No. RS-30-002(1)

We are submitting program data for one project, Item No. 81, Project No. RS-30-002(1), "Umatilla-Hermiston Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering, including utility preparatory work, at an estimated total cost of $52,000 with obligation of $40,600 in federal funds.

One copy each of the State clearinghouse and District 12 Clearinghouse A-95 review approval letters were previously submitted.

Encl.

CL:dp

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 14, 1976

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (10) 1 (20) | PROJECT LOCATION (45 typewriter spaces) 21 US 395, NCL Hermiston, N. 4.84 mi. 65 | ADT | PRESENT DHV 600<br>6,000 (66) | FUTURE 9,600 (70) | YEAR (71) 96 (72) | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23 | NUMBER 7 30-002 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS Rural Secondary | COUNTY NAME Umatilla | | | | |
| | NAME OF URBAN AREA --------- 17-31 | ROUTE NO. S | FEDERAL-AID 30-002 | (32) STATE 54 | (36) (37) U.S. 395 | |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (56) | (59) (66) | (67) (70) | | |
| 5 | | | | | PE | | US 395, N. City Limits Hermiston, N. 4.84 mi. | 4.84 | 52,000 | 40,600 | 11,400 | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) | | "Umatilla-Hermiston Section" | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY C.L. | PROJECT TOTALS | 4.84 | 52,000 | 40,600 | 11,400 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (19) (23) | (24) (33) | REMARKS | |

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 14, 1976

T LOCATION (45 typewriter spaces): 395, NCL Hermiston, N. 4.84 mi.

ADT — PRESENT: DHV 600 / 6,000 — FUTURE: 9,600 — YEAR: 96

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 075

ITEM NO.: 81

RK (35 typewriter: gineering

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): RS- — NUMBER: 30-002(1) — SEQ. NO.:

I. Projects Only — POST MI.: — DESIG.:

Rural Secondary

COUNTY NAME: Umatilla — CODE: 059

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. S — FEDERAL-AID: 30-002 — STATE: 54 — U.S.: 395

---------

| RK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
|  |  | US 395, N. City Limits Hermiston, N. 4.84 mi. | 4.84 | 52,000 | 40,600 | 11,400 |  | Preliminary Engineering<br>All phases including P.E. by utility forces |
| W |  |  |  |  |  |  |  | (Future widening on existing alignment for 4 travel lanes 16' left turn median 10' shoulders & sidewalk/bikeway) |
| NST<br>E) |  | "Umatilla-Hermiston Section" |  |  |  |  |  | Row-100' normal; acces control-Partial parking Restrictions-none |
| C.L. |  | PROJECT TOTALS | 4.84 | 52,000 | 40,600 | 11,400 |  |  |

VAL DATES

REMARKS

-Over-

## Umatilla-Hermiston Section
## Project No. RS-30-002(1)

Existing Facility:

22- to 26-foot oil surface with 5- to 7-foot shoulders constructed under project S-86(1).

Adjacent Section:

North End--Jct. with the Columbia River Highway FAP 18

South End--68-foot curbed roadway with four 12-foot travel lanes, 4-foot median, 8-foot parking and 5-foot sidewalk each side.

Project Data:

Work under this project consists of preliminary engineering all phases, including preliminary engineering by utility forces, for the future reconstruction on existing alignment to provide an 84-foot curbed roadway section for four 12-foot travel lanes, 16-foot left turn median, 10-foot parking each side and sidewalk/bikeway.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on December 15, 1975.

IM 50-1-70 Requirements:

State Clearinghouse and District 12 Clearinghouse A-95 rev approval letters dated December 30, 1975 and December 22, 1975 r spectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Pl
(Category 3 Project)
(b) Location/Design--Not a factor in the development of t
project.

Data for PR-37:

| | |
|---|---|
| Preliminary Engineering--Field Work | $46,000 |
| P.S. & E. Preparation | 6,000 |
| Total | $52,000 |

Note: This project is in Congressional District No. 2.

on Section
30-002(1)

y:

-foot oil surface with 5- to 7-foot
ucted under project S-86(1).

:

-Jct. with the Columbia River Highway

--68-foot curbed roadway with four
anes, 4-foot median, 8-foot parking
alk each side.

this project consists of preliminary
phases, including preliminary engineering
s, for the future reconstruction on
nt to provide an 84-foot curbed
for four 12-foot travel lanes, 16-foot
, 10-foot parking each side and
.

ailroads, Airports, Water Developments,
ecreational Areas:

ved.

rements:

action project concurred in by FHWA on
5.

IM 50-1-70 Requirements:

State Clearinghouse and District 12 Clearinghouse A-95 review approval letters dated December 30, 1975 and December 22, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

| | |
|---|---|
| Preliminary Engineering--Field Work | $46,000 |
| P.S. & E. Preparation | 6,000 |
| Total | $52,000 |

Note: This project is in Congressional District No. 2.

9359 LWR

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Umatilla-Hermiston UMATILLA

DATE: 12/30/75

The state has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

1-6-76
cc: G. L. Green, FHWA
P. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 200

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JAN 6 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

11-19-75
BEN GIFFORD
PE10B

NOTED
MARIE STEPHENS

PNRS #2

# REGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
DEC 26 1975

PNRS STATE REVIEW

Project #: 7512 2 200 Due Date: DEC 26 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The improvement project parallels the Power City Wildlife Management Area and any changes in the drainage pattern could be detrimental to waterfowl habitat.

We request that the district biologists (Jim Phelps and Bill Hall, 276-6365, Pendleton) be contacted during the location and design stages.

Agency Fish + Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 12-23-75

9359 Form FHWA 121 (Rev. 5-73)

L.

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 15, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RS-89(-)
Hermiston-Umatilla Section
Umatilla-Stanfield Highway
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. [illegible]
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 5, Kennedy)

RECEIVED
DEC 19 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG.
DEC 19 '75
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign [✓ Act] File

Cy [illegible]

9359

L.

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 29, 1975

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Ass'n.
of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 12
Umatilla-Hermiston
Umatilla-Stanfield, U.S. Route 395
Umatilla County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future consturction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 2, 1976.

Attachment

BLG:md

cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.

RECEIVED
STATE HWY ENGR
DEC 2'75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| For Internal Use Only | 1-8] PNRS # | Page One |
|---|---|---|

02 12] APPLICANT [45: State Highway Division

46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building

46] CITY [60: Salem

76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien

46] AREA CODE [48: 503

49] PHONE [55: 378

56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Umatilla-Hermiston District 12

11 12] PROJECT LOCATION—CITY: Umatilla-Stanfield<br>US Route 395

PROJECT LOCATION—COUNTY: Umatilla

PROJECT LOCATION [79: SEC: - T: 5-4N R: 28E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to [71

06 12] identify a possible improvement project to be considered for future construction. [71

07 12] The survey begins at the junction of the Umatilla-Stanfield Highway with the [71

08 12] Columbia River Highway (M.P. 0.0) thence southerly to the north city limits of [71

09 12] Hermiston (M.P. 4.84), overall length 4.84 miles. [71

10 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 40,560 | - | 11,440 | - | - | 52,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45

46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 U.S.C. Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation

46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: November 29, 1975

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January 43] DAY [44: 2 45] YEAR [46: 1976

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/29/75

VI. If project includes state funds (12C), identify agency State Highway Division

### STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

17(E) This is a Category 3 Project of Non-major environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.

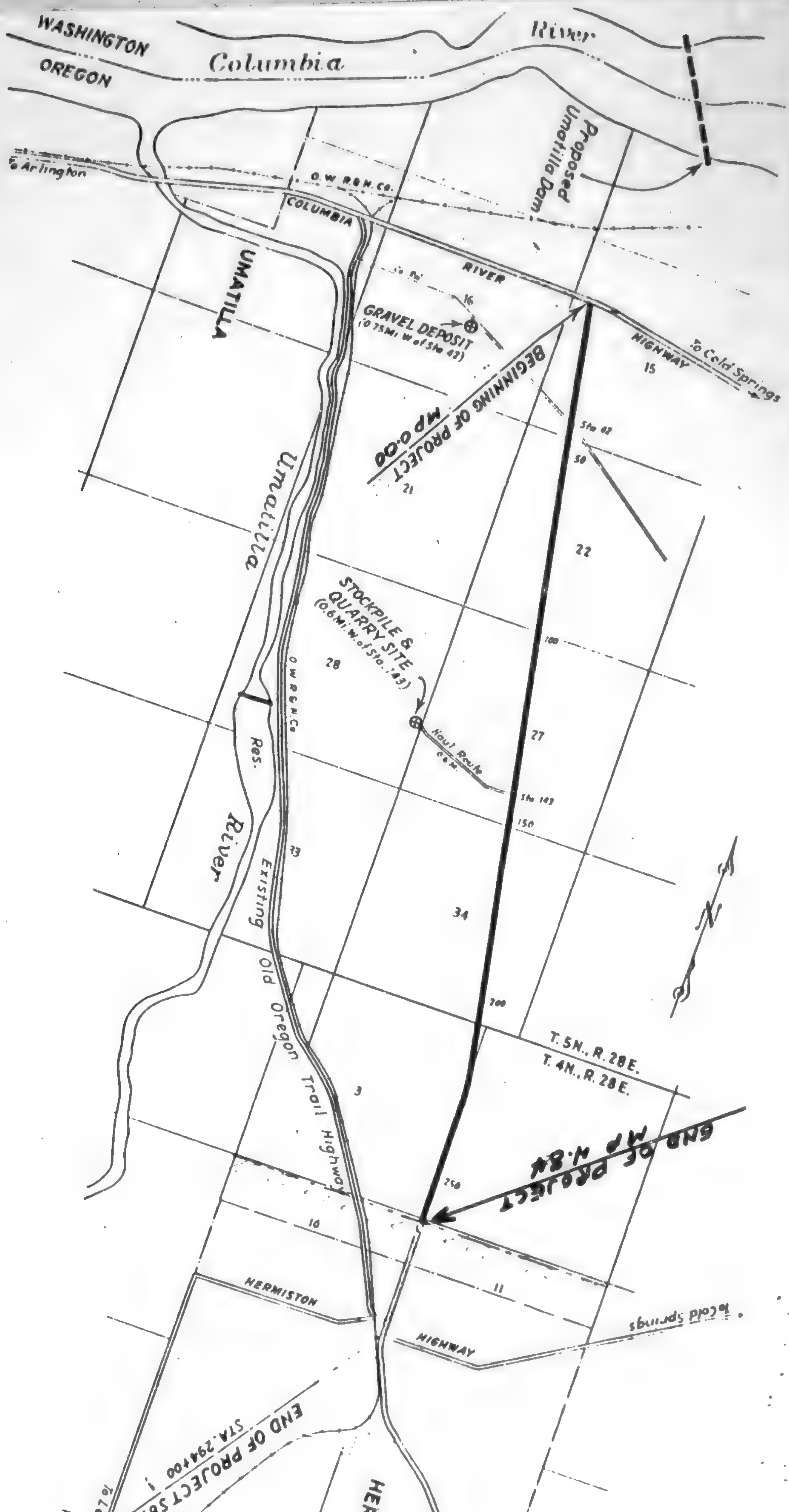
# PROSPECTUS MAP

UMATILLA - HERMISTON SECT

UMATILLA-STANFIELD HWY.

UMATILLA COUNTY

1" = 5000'


WASHINGTON
OREGON
Columbia
River
Proposed Umatilla Dam
To Arlington
O.W.R.&N. Co.
COLUMBIA
RIVER
HIGHWAY
To Cold Springs
UMATILLA
GRAVEL DEPOSIT (0.75 Mi. W. of Sta 42)
16
15
BEGINNING OF PROJECT MP 0.00
Sta 42
50
21
22
Umatilla
STOCKPILE & QUARRY SITE (0.6 Mi. W. of Sta. 143)
Haul Route
28
100
27
Sta 143
150
O.W.R.&N. Co.
Res.
River
33
Existing Old Oregon Trail Highway
34
200
T. 5N., R. 28E.
T. 4N., R. 28E.
3
END OF PROJECT MP 4.84
250
10
11
HERMISTON
HIGHWAY
To Cold Springs
END OF PROJECT S89(1) STA. 294+00
To Lexington
HERMISTO

1981 Fanno Ck. Br. Sec. on the 936
Scholls Hwy. in Beaverton & Tigard.
(Grad, pav., & Structure) [redacted]

4360

**STATE COPY**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NUMBER<br>10 | REPORT NUMBER<br>3 | COUNTY<br>Washington 10-4-84 | DIVISION<br>Oregon |
| DATE OF REPORT<br>10/4/84 | | REPORT MADE BY<br>T. P. Lowe, Area Engineer | PROJECT NO.<br>BRM-9234(7) |
| COMPLETION DATE<br>9/14/82 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>4/16/84 | TIME ELAPSED<br>106 % | CONTRACT TIME<br>325 days |
| APPROVED EXTENSIONS<br>None | LOCATION<br>See Below | | |

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FANNO CREEK BRIDGE
SCHOLLS HIGHWAY (FAU 9234)
Grading, Paving, Structures, and Signing

The project provided for the construction of a small prestress deck slab bridge with new approaches.

The final cost of $329,000 underran the original authorization by 4%.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
Fredrickson
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

ey
10/12

*NOTE: Not applicable for direct federal projects

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>10/10/84 | TITLE<br>Field Operations Engineer | DATE<br>10/10/84 |

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

9360 5-3-84 file

## REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
## ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Peter Kiewit & Sons Co.<br>Contract No. 9063 | Airport Way Intch.<br>Multnomah County | 4/9/84 |
| Gresham Paving, Inc.<br>Contract No. 9397 | Oatfield Rd. @ SE Thiessen Rd.<br>Clackamas County | 4/11/84 |
| Baker Rock Crushing Co.<br>Contract No. 9725 | North Scholls Project<br>Washington County | 4/11/84 |
| Kelly R. McFarlane<br>Contract No. 9642 | Elgin Rock Production<br>Union County | 4/12/84 |
| Abhe & Svoboda, Inc.<br>Contract No. 9599 | Umpqua R.Bridge @ Reedsport<br>Douglas County | 4/13/84 |
| E. Lee Robinson Const. Co.<br>Contract No. 9490 | I-5 Freeway-N. Greeley Ave.<br>Multnomah County | 4/16/84 |
| Siuslaw Construction Co.<br>Contract No. 9360 | Fanno Creek Bridge<br>Washington County | 4/16/84 |
| R. D. Mac, Inc.<br>Contract No. 9644 | Richland Rock Production<br>Baker County | 4/19/84 |
| Road and Driveway Co.<br>Contract No. 9623 | Elk City<br>Lincoln County | 4/19/84 |
| Civil Constructors, Inc.<br>Contract No. 9724 | Willamina Slide<br>Polk County | 4/20/84 |

May 3, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

BMW:mk

9360

F

April 25, 1984

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9360

Gentlemen or Ladies:

On April 23, 1984, we wrote to you concerning release of final payment on Contract No. 9360 awarded to Siuslaw Construction Co., for work on the Fanno Creek Bridge Section of the Scholls Highway in Washington County.

Final payment on this contract is $300 and the total contract amount is $287,454.38 including $3,557.39 for work performed under force account.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

dc

cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9360

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: April 16, 1984

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9360, On Site Work Substantially Completed September 14, 1982

All Work Completed March 5, 1984

Project Fanno Creek Bridge

Highway Scholls

County Washington

Type of Work Grading, Paving and Structure

Contractor Siuslaw Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton
Walt Hart

CPC/FM2

noted
RM Gormsen

April 23, 1984 - Letter written to surety.

81-125-1387

Contains Recycled Materials

ROAD DESIGN SECTION

DES 16

February 16, 1983

Warren Richards
Construction Office Manager

Merlyn Anderson
Merlyn Anderson
Landscape Architect

Fanno Creek Bridge (Scholls Hwy.)
Contract No. 9360
Price Agreement No. 2

Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
FEB 18 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

I reviewed the Fanno Creek Bridge Landscape Project with Dave Willhite prior to the PPice Agreement proposal.

We agreed that the non-specified plants should be removed and replaced with appropriate plants to minimuze future maintenance problems.

The price of $5.22 for the non-specified plants is a fair price. The wholesale price of the plant is around $3.75, which leaves $1.47 for planting, labor and fertilizer.

MA:kg

9360

D

February 10, 1983

Progress Quarries Inc.
14515 S.W. Scholls Ferry Road
Beaverton, OR 97005

CON 5
#9360

Attention: Susan Woodworth
Office Manager

Gentlemen or Ladies:

This will acknowledge your claim letter of January 20, 1983, concerning the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Progress Quarries Inc. |
| AMOUNT: | $2,005.97 |
| FOR: | Labor and material |
| AGAINST (Prime contractor) | Siuslaw Construction Co. |
| SUBCONTRACTOR: | Gresham Paving |
| CONTRACT NO.: | 9360 |
| PROJECT: | Fanno Creek Bridge<br>Scholls Highway<br>Washington County |
| SURETY: | Fireman's Fund Insurance Co. |
| AGENT: | Tromp and McKinley Insurance, Inc. |

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ED O.
2-10-83 dc

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

b

PROGRESS QUARRIES INC.
CRUSHED ROCK

January 20, 1983

TO: State of Oregon
Department of Transportation
Transportation Building, Room 121
Salem, OR 97310

NOTICE IS HEREBY GIVEN THAT the undersigned Progress Quarries Inc., has a claim for

| | |
|---|---|
| Pit Run | $ 800.97 |
| Crushed Rock | 48.00 |
| Truck rental for backhaul to landfill | 667.50 |
| Landfill dump fees | 489.50 |
| Total | $ 2,005.97 |

furnished to Gresham Paving, a subcontractor of Siuslaw Construction Co. in the sum of Two Thousand Five Dollars and ninety-seven cents ( $ 2,005.97) against the bond taken from Siuslaw Construction Co. and Fireman's Fund Insurance Company for the work on the Fanno Creek Bridge Section of the Scholls Highway in Washington County, Contract number 9360.

PROGRESS QUARRIES INC.

BY Susan Woodworth

Susan Woodworth, Office Manager

CERTIFIED
P21 4711547
MAIL

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

14515 S.W. Scholls Ferry Rd. Beaverton, Oregon 97005, 649-7526

9360

B

February 10, 1983

Progress Quarries Inc.
14515 S.W. Scholls Ferry Road
Beaverton, OR 97005

CON 5
#9360

Attention: Susan Woodworth
Office Manager

Gentlemen or Ladies:

This will acknowledge your letter of January 20, 1983, filing a claim against the following Highway Division contract:

| | |
|---|---|
| FILED BY: | Progress Quarries, Inc. |
| AMOUNT: | $963.00 |
| FOR: | Material |
| AGAINST (Prime contractor) | Siuslaw Construction Company |
| CONTRACT NO.: | 9360 |
| PROJECT: | Fanno Creek Bridge<br>Scholls Highway<br>Washington County |
| SURETY: | Fireman's Fund Insurance Co. |
| AGENT: | Tromp & McKinley Insurance, Inc. |

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

ED O
2-10-83 dc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PROGRESS QUARRIES INC.
CRUSHED ROCK

January 20, 1983

TO: State of Oregon
Department of Transportation
Transportation Building, Room 121
Salem, OR 97310

NOTICE IS HEREBY GIVEN THAT the undersigned Progress Quarries Inc., has a claim for

| | |
|---|---|
| Pit Run | $ 210.00 |
| Fill | 627.00 |
| Fill Sand | 126.00 |
| Total | $ 963.00 |

furnished to Siuslaw Construction Co. in the sum of Nine Hundred Sixty-three Dollars ( $ 963.00) against the bond taken from Siuslaw Construction Co., and Fireman's Fund Insurance Company for the work on the Fanno Creek Bridge Section of the Scholls Highway in Washington County, Contract Number 9360.

PROGRESS QUARRIES INC.

BY Susan Woodworth
Susan Woodworth, Office Manager

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

14515 S.W. Scholls Ferry Rd. Beaverton, Oregon 97005, 649-7526

9360

143

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO FILE

DATE: December 21, 1982

1 Versteeg
Anderson
Adams
2 Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 23 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring [illegible]
Action

FROM: Merlyn Anderson
Merlyn Anderson
Landscape Architect

SUBJECT: Fanno Creek Bridge
Scholls Highway
Washington County
Contract No. [redacted]

The plant materials used on this project were not the plants specified on the plans. Due to the change, an on-site inspection was made by Marion Craft-Metro Region Construction Engineer, Bill Chisholm-Landscape Maintenance Foreman and myself on December 17, 1982.

In reviewing the project, we decided that: (1) The Pyracantha planted should be removed and the area replanted with the specified type to alleviate future maintenance problems. (2) Additional bark mulch should be applied after the replanting to compensate for loss due to the change. (3) One additional tree is to be planted and two vandalized trees replaced. (4) Bark mulched beds should be in a weed-free condition. (5) A pre-emergent herbicide should be applied to the bark mulched beds at an application rate recommended by the manufacture.

The work is to be done at the contractors expense.

MA:kg

cc: Marion Craft
William Geibel
Bill Chisholm

Contains Recycled Materials
81-125-1387

9360

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Sylvan - 2A

December 1, 1982

FILE:

FROM: William Chisholm

William Chisholm

SUBJECT:

TO: William Geibel

Upon inspection of the plantings on Scholls Ferry Road and Fanno Creek, I found the following faults:

1. The Santa Cruz Scarlet Firethorn was not planted, it grows 3' high. In its place there were two other varieties planted: 1) The Graberi Pyracantha " fort graberi" 10' wide, 15' high, and 2) The Government Red "pyracantha Koidumii" rounded 8' to 10' high. These were planted on 3' to 4' centers. There is barkdust and weeds in this area.

2. There were only 6 ash trees planted, of those 2 are broken off, and need to be replaced. One more should be planted to comply with the planting plan.

3. Of the native shrubs to choose from, they chose none. What was planted was Dwarf red Spirea "s.b. Anthony Waterer" 2' to 3' tall. On the planting plan the two spirea go 4' to 8' tall. Where the native shrubs are planted there is lots of grass and no barkdust, also blackberries are growing into the planted area.

Not planted as a maintained shrub bed. was planned for taller shrubs.

12-1-82: I talked with Project Manager, Hank Rodriguez and was advised that his inspector did let them substitute and that it was no fault of his because he is probably not familiar enough with the plant materials. I only hope that next time the engineers would give me a call and I could assist them, if possible.

WFC:js

cc: File
Hank Rodriguez
Jim Cochell
Merlyn Anderson - Road Design
Mike Stovall
Jerry Street

Copy Sent to Marion Craft

Marion: I am curious as to why the plant material was changed. We checked the availability prior to the contract letting. If for some REASON, they needed to be changed we should have been notified.

Native plants were part of the wetlands mitigation and the "Santa Cruz" pyracantha was requested by the Tualatin Hills Park & Rec. Dist.

I don't recommend spending money to change them but I do see the pyracantha as additional maintenance in the future.

3 ✓

2

RECEIVED
DEC 02 1982
ROAD DESIGN SECTION

9360

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-1-82

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9234(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10152

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/23/82

8. FEDERAL ROUTE NUMBER FAU 9234

9. STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:

Fanno Creek Bridge (Scholls Highway)

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A[illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/23/82 as requested in Mr. Keasey's letter of 10/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $600 Federal Funds $480.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11/3

14. DATE 11/1/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9360

B

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FANNO CREEK BRIDGE-SCHOLLS

WEEK ENDING: OCTOBER 30, 1982

SECTION PREFIX: 134-1060

HIGHWAY: SCHOLLS (FAU-9234)

COUNTY: WASHINGTON

NAME OF JOB: FANNO CREEK BRIDGE-SCHOLLS

KIND OF WORK: GRADING, PAVING, STRUCTURE AND SIGNING

CONTRACTOR: SIUSLAW CONSTRUCTION COMPANY

CONTRACT NUMBER: 9360

FEDERAL AID PROJECT NUMBER: BRM-9234(7)

DATE OF CONTRACT: SEPTEMBER 25, 1981

DATE WORK STARTED: OCTOBER 07, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 325

CALENDAR DAYS USED: 343

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 106

PROJECT AUTHORIZATION: $ 327,625.79

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 301,646.57

ENGINEERING AUTHORIZATION: $ 25,979.13

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 290,520.07

ENGINEERING COST TO DATE: $ 39,000.00

DATE PROJECT WAS COMPLETED: SEPTEMBER 04, 1982

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 3.69%

PERCENT OF AUTHORIZATION: 150 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | LANDSCAPING |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | 100 |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 4973A | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 24 | OVERCAST/SHOWERS | 0 | 0 | |
| MONDAY | 25 | OVERCAST/SHOWERS | 0 | 0 | |
| TUESDAY | 26 | OVERCAST | 0 | 0 | |
| WEDNESDAY | 27 | OVERCAST | 0 | 0 | |
| THURSDAY | 28 | OVERCAST/RAIN | 0 | 0 | |
| FRIDAY | 29 | OVERCAST/SHOWERS | 0 | 0 | |
| SATURDAY | 30 | | 0 | 0 | |

NOV 3 1982
SCS
EEO
TC
FE
CP
CONSTRUCTION SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 24<br>SUNDAY | NO ACTIVITY ALL WEEK. |
| 25<br>MONDAY | |
| 26<br>TUESDAY | |
| 27<br>WEDNESDAY | |
| 28<br>THURSDAY | |
| 29<br>FRIDAY | |
| 30<br>SATURDAY | |

## REMARKS

STATUS TO DATE: PROJECT COMPLETE. LAST WEEKLY REPORT.

SEMI-FINAL WILL FOLLOW SHORTLY.

SIGNED E Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9360

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>7-214 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Washington |
| MODIFICATION NUMBER<br>1 | 7/21/82 | Project Number<br>BRM-9234(8) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 9, 19 81, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $327,625.00 | $ 331,924.00 |
| Federal funds | $262,099.00 | $ ~~265,729.00~~<br>265,539.00 sw |
| Other revisions | | |

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 15, 1982

Federal-Aid Project
No. BRM-9234(8)

Fanno Creek Bridge
Scholls Highway
Washington County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 44+44.10 to Sta. 53+33.39)

| | |
|---|---|
| Subtotal of previous estimate of October 6, 1981 | $164,662.00 |
| SUBTOTAL | $164,662.00 |
| Engineering | 24,668.00 |
| TOTAL | $189,330.00 |

Type Code X081
Structure No. 4973A (Sta. 47+40 to Sta. 47+95)

| | |
|---|---|
| Subtotal of previous estimate of October 6, 1981 | $123,995.00 |
| SUBTOTAL | $123,995.00 |
| Engineering | 18,599.00 |
| TOTAL | $142,594.00 |

| | |
|---|---|
| Length of Roadway ---------- | 0.158 mi. |
| Length of Structure -------- | 0.010 mi. |
| TOTAL LENGTH | 0.168 mi. |

Cost of Roadway Per Mile----$1,198,291.13

### SUMMARY OF FUNDS (80%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $189,330.00 | $151,654.00 | $37,676.00 |
| Structure | 142,594.00 | 114,075.00 | 28,519.00 |
| TOTAL | $331,924.00 | $265,729.00 | $66,195.00 |

Group 1 99%; Group 8 1%
Contract No. 9360
Prefix: 134-1060

9360

STATE COPY 2.

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>10-66 | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>FEDERAL-AID PROJECT AGREEMENT<br>10-9-81 | STATE<br>Oregon<br>COUNTY<br>Washington<br>PROJECT NO.<br>BRM-9234(8) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fanno Creek Bridge

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-26-81 | 0.168 |

OTHER *(Specify)*

FUNDS PRO RATA 80%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 327,625.00 | FEDERAL FUNDS<br>$ 262,099.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Exec. Asst. to State Hwy. Engr.
*(Title)*

XX For: H.S. Coulter
By

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Date executed by Division Administrator OCT 9 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 6, 1981

Federal Aid Project
No. BRM-9234(8)

Fanno Creek Bridge Section
Scholls Highway
Washington County

## PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 44+44.10 to Sta. 53+33.39)

| | | | |
|---|---|---|---|
| Mobilization | (55%) | All Required | $ 15,895.00 |
| Temporary Protection and Direction of Traffic | (55%) | All Required | 660.00 |
| Temporary Signs | 150 Sq. Ft. | 5.00 | 750.00 |
| Temporary Barricades | 4 Each | 50.00 | 200.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 400 Lin. Ft. | 3.65 | 1,460.00 |
| Temporary Plastic Safety Markers | 25 Each | 20.00 | 500.00 |
| Flagmen | 650 Hour | 1.00 | 650.00 |
| Temporary Reflective Pavement Markers | 130 Each | 3.00 | 390.00 |
| Sequential Arrow Signs | 1 Each | 5,000.00 | 5,000.00 |
| Temporary Bridge Rail | 88 Lin. Ft. | 10.00 | 880.00 |
| Earthwork | | All Required | 7,500.00 |
| Treated Base Mixture | 3,340 Ton | 10.50 | 35,070.00 |
| Cement in Treated Base Mixture | 180 Ton | 78.00 | 14,040.00 |
| Aggregate Shoulders | 250 Ton | 21.80 | 5,450.00 |
| Class "B" Asphalt Concrete | 1,230 Ton | 30.00 | 36,900.00 |
| Membrane Waterproofing | 410 Sq. Yd. | 15.10 | 6,191.00 |
| 12-inch Culvert Pipe | 32 Lin. Ft. | 11.00 | 352.00 |
| 12-inch Sewer Pipe | 80 Lin. Ft. | 15.00 | 1,200.00 |
| 18-inch Sewer Pipe | 300 Lin. Ft. | 18.00 | 5,400.00 |
| Concrete Manholes | 1 Each | 1,100.00 | 1,100.00 |
| Concrete Inlets, Type G-2 | 2 Each | 400.00 | 800.00 |
| Concrete Walks | 265 Sq. Yd. | 10.00 | 2,650.00 |
| Concrete Curbs | 475 Lin. Ft. | 5.00 | 2,375.00 |
| Extra for Asphalt Bikeway | 130 Sq. Yd. | 10.00 | 1,300.00 |
| Concrete Barrier | 313 Lin. Ft. | 19.00 | 5,947.00 |
| Loose Riprap, Class 100 | 290 Cu. Yd. | 10.00 | 2,900.00 |
| Adjusting Manholes | 1 Each | 360.00 | 360.00 |
| Furnishing and Planting Trees | 7 Each | 38.00 | 266.00 |
| Furnishing and Planting Shrubs | 294 Each | 9.00 | 2,646.00 |
| Furnishing and Planting Native Shrubs | 132 Each | 10.00 | 1,320.00 |
| Bark Mulch | 4 Unit | 206.25 | 825.00 |
| Soil Conditioner | 29 Cu. Yd. | 15.00 | 435.00 |
| | | | $161,412.00 |

## Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,000.00 |
| Temporary Pavement Striping | All Required | 750.00 |
| Remove Pavement Striping (Existing & Temporary) | All Required | 1,000.00 |
| Roadside Seeding & Mulching | All Required | 500.00 |
| | | $ 3,250.00 |
| | SUBTOTAL | $164,662.00 |
| | Engineering | 22,229.00 |
| | TOTAL | $186,891.00 |

## Type Code X081
## Structure No. 4973A (Sta. 47+40 to Sta. 47+95)

| | | | |
|---|---|---|---|
| Mobilization | (45%) | All Required | $ 13,005.00 |
| Temporary Protection and Direction of Traffic | (45%) | All Required | 540.00 |
| Bridge Removed Work | | Lump Sum | 2,000.00 |
| Structure Excavation | | Lump Sum | 500.00 |
| Furnish Pile Driving Equipment | | Lump Sum | 16,800.00 |
| Furnish Prestressed Concrete Piling | 1,200 Lin. Ft. | 10.00 | 12,000.00 |
| Drive Prestressed Concrete Piles | 1,200 Lin. Ft. | 2.00 | 2,400.00 |
| Structural Concrete, Class 3300 (50 CY) | | Lump Sum | 7,450.00 |
| 4'x55'/60' Prestressed Slabs | 17 Each | 3,000.00 | 51,000.00 |
| Reinforcement (6,000 lbs. @ 0.50) | | Lump Sum | 3,000.00 |
| Reinforced Concrete Bridge End Panels | 306 Sq. Yd. | 50.00 | 15,300.00 |
| | | SUBTOTAL | $123,995.00 |
| | | Engineering | 16,739.00 |
| | | TOTAL | $140,734.00 |

Length of Roadway ---------- 0.158 mile
Length of Structure -------- 0.010 mile
TOTAL LENGTH 0.168 mile

Cost of Roadway Per Mile ---$1,182,854.43

### SUMMARY OF FUNDS (80%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $186,891.00 | $149,512.00 | $37,379.00 |
| Structure | 140,734.00 | 112,587.00 | 28,147.00 |
| TOTAL | $327,625.00 | $262,099.00 | $65,526.00 |

Group 1-99% Group 8-1%
Contract No. 9360
Prefix: 134-1060

9360.

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT 378-6516

DEPT. TELEPHONE

TO: FILE

DATE: September 21, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 17, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 17, 1981 on the following projects:

1. Main Street @ Campbell Street (Baker)
Baker-Copperfield Highway, Baker County
Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. N.W. Cornell Road @ N.W. Barnes and Saltzman Roads
Cornell Road, Washington County
Traffic Signals

   Minor sidewalk and ramps for pedestrian and bicycle traffic.

3. Hanley Ranch-Fish Lake
Lake-of-the-Woods Highway, Jackson County
Paving
Six and eight-foot shoulders with four-foot shoulders on climbing lane sides.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. S.C.L. Madras-Madras/Prineville Highway Junction
The Dalles-California Highway, Jefferson County
Paving
Twelve-foot lanes with left turn median lane and six-foot shoulders.

   Same as No. 3.

5. Dexter County Park-Minnow Creek
Willamette Highway, Lane County
Paving
Twelve-foot lanes with left turn median and climbing lanes as needed. Four-foot shoulders throughout the project.

Same as No. 3.

6. Corvallis/Lebanon Highway @ Seven Mile Lane
Corvallis/Lebanon Highway, Linn County
Grading and Paving
Intersection improvement with left turn lanes and speed change lanes. Twelve-foot travel lanes with four-foot shoulders.

Same as No. 3.

7. Golf Club Road-E. Stayton Interchange
North Santiam Highway, Marion County
Paving
Primarily overlay. Variable width traffic lanes with four or ten-foot shoulders.

Same as No. 3.

8. N.E. 112th Avenue-N.E. 148th Avenue
Marine Drive, Multnomah County
Grading and Paving
Twelve-foot travel lanes with three to seven-foot shoulders.

Same as No. 3.

9. Weston-Weston Mountain
Weston-Elgin Highway, Umatilla County
Paving
Primarily Overlay. Variable width traffic lanes with four to eight-foot shoulders.

Same as No. 3.

10. Germantown Road @ Cornelius Pass Road
Germantown Road, Washington County
Grading and Paving
Intersection Improvement. Eleven to twelve-foot travel lanes with two-foot shoulders.

Same as No. 3.

11. River Road Transit Station (Eugene)
Belt Line Highway, Lane County
Buildings
Sidewalks as necessary. Three bike racks with total parking for fifteen bicycles.

12. Umatilla-Hermiston
Umatilla-Hermiston Highway, Umatilla County
Grading and Paving
Four twelve-foot lanes with four-foot shoulders and intermittent fourteen-foot median lane.

Same as No. 3.

13. Fanno Creek Bridge (Beaverton)
Scholls Highway, Washington County
Grading and Paving
Sidewalks, shoulder bikeways and an independent bikeway being constructed under this contract.

14. Glendoe Road and West Union Road (North Plains)
FAS Routes A-685 and A-686, Washington County
Grading and Paving
Nominal twelve-foot travel lanes with left turn medians. Two to six-foot shoulders.

Same as No. 3.

15. Wallace Bridge-Willamina E.C.L.
Willamina-Sheridan Highway, Polk and Yamhill Counties
Grading and Paving
Twelve-foot lanes with four-foot shoulders except in Willamina which has on-street parking, none to ten-foot shoulders and existing sidewalk.

Same as No. 3.

RPS:ge
cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9360 8-26-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9234(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10152

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER FAU 9234

9. STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:
Fanno Creek Bridge #4973A - Scholls Highway

11. GENERAL DESCRIPTION OF WORK
Grade, pave and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

| | | |
|---|---|---|
| Permanent Pavement Striping | S.F. | $1,000 |
| Temporary Pavement Striping | S.F. | 750 |
| Remove Striping | S.F. | 1,000 |
| Roadside Seeding & Mulching | S.F. | 500 |

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 24, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $429,672 Federal Funds $343,737.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR
Info | Invst | R.D. | D.R. | Sgn | Art | File

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassman

16. TITLE for Division Administrator

FHWA PR-1240 (12-79) PREVIOUS EDITIONS MAY BE USED

9360

143

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L [illegible]

1 ~~Lines~~

Sept. 3, 1981 Bid Letting ________ All Clear Deadline

SECTION Fanno Creek Bridge
Highway Scholls
County Washington Region I
Type of Work G-P-Str. Funds HBR
State___ Consultant ___ Plans Avail. ___Yes ___No

Seed & mulch
DSL Dates, Turbidity ✓
Gravels in stream bed ✓
Erosion control ✓
Const. Noise ✓

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | | | | |
| Negative Declaration | | ☒ | | | ☒ |
| Project Assessment | | ✓ | | | ☒ |
| Write-off Letter | ☒ | | | | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | | ☒ | | | |
| D.O.G.M.I. | ☒ | | | | |
| Corps of Engineers | | ☒ | | | |
| Coast Guard | ☒ | | | | |
| Co. Conditional Use | ☒ | | | | |
| NPS Air Pollution | ☒ | | | | |
| NPS Water Pollution | ☒ | | | | |
| Wash Co Sensitive Lands | | | | | |
| | | | | | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ |
| Cultural Salvage | ☒ | | | | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | | ☒ | | | ☒ |

9360

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

July 8, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10152
Project No. BRM-9234 (8)
Fanno Creek Bridge Section
Washington County

Attached support data consists of PR-1 forms and sketch maps for the subject project.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

CL/lms
Attachments

cc: E. L. Hardt (Region 1)
General Files

rm 734-3122

9360

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 29, 1981

TO: THE FILE

File No:

FROM: D. R. ADAMS
Project Development Manager

NOTED
E. S. HUNTER

SUBJECT: Fanno Creek Bridge on Scholls Highway

I met with Lon Topaz, Don Farris from City of Beaverton, Ken Rolfe, Terry Flink, Bill Geibel, and Mr. Mike Robinson, a developer, to discuss right-of-way transfers and access to Scholls Highway in relationship to the subject project.

Our proposed description for the right-of-way dedication from the developer required full control of access on the north side of the highway as presented to the developer. The developer modified the deed to provide access at station 43+45 in an effort to preserve some access to his property. The City of Beaverton wants to limit access to Scholls Highway, however, cannot give the developer the assurances he needs until a site plan is prepared. Therefore, they are in no position to guarantee that the developer would have an access even to Nimbus Drive.

The issue has been resolved. The dedication instrument will be modified to eliminate any mention of access west of Nimbus Drive on the north side of Scholls. This will leave the situation as it is today with the exception that our roadway right-of-way will be wide enough to accommodate the new bridge widening.

Mr. Robison is also agreeable to giving us the temporary easement for construction of the bridge.

Ken Rolfe will have the necessary documents drawn up and signed as expeditiously as possible. The developer, City of Beaverton, and Metro office are in agreement that we should expedite the contracting of the project if at all possible. The job is funded with HBR money and is on the project list for an August letting. Two weeks time is required for the plans and specifications. If right-of-way can be accomplished more quickly, a July letting may be possible.

RECEIVED
TECHNICAL SERVICES
JUN 1 '81
REFER TO
FOR
Info Invest R/D D/R Sign Act

po

cc: Ed Hardt
Ken Rolfe
Bill Geibel
E. S. Hunter
Duane Christenson

P.S. The access shown on the north side of the highway at station 45+76 should be removed completely. No access is to be shown on this section.

9360 5-18-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRM-9234(7)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 10152

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/18/81
8. FEDERAL ROUTE NUMBER: FAU 9234
9. STATE ROUTE NUMBER: Secondary 143

10. GENERAL LOCATION:

Fanno Creek Bridge (Scholls Highway) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 5/1/81 you are authorized to proceed with all phases of right of way acquisition for files No. 51218 and 51220 as shown on R/W map 9B-14-14 at a TEC of $7,600 Federal Funds $6,080.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

orig to 5-21-81

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO Mueling
FOR
Info | | | | Staff | Att | File

14. DATE: 5/18/81
15. SIGNATURE OF APPROVING OFFICIAL:
16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9360

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 1, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 10152
Project No. BRM-9234(7)
Fanno Creek Bridge (Scholls Hwy.) Sec.
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-14-14 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $7,600 with an obligation of $6,080 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way maps and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

Funds for this project are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files
J. Rose

Form 734-3122

9360

# FEDERAL HIGHWAY ADMINISTRATION

## FINDING OF NO SIGNIFICANT IMPACT

for

## OREGON PROJECT M-9234(-)

Fanno Creek Bridge
Scholls Highway
Washington County

This project has been thoroughly reviewed by the Federal Highway Administration and it has been determined, by the undersigned, that this project will have no significant effect on the human environment.

This finding is based on the attached environmental assessment which has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

This action complies with Executive Order 11990, Protection of Wetlands.

Under 23 U.S.C. 138 and 49 U.S.C. 1653(f) Section 4(f) of the Department of Transportation Act of 1966 the 4(f) determination has been considered as legally sufficient.

4-16-81
Date

Official
Federal Highway Administration

Title

9360

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

March 5, 1981

Ernest J. Valach
Acting Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Fanno Creek Bridge
Schools Highway
Washington County

Dear Mr. Valach:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been reviewed and revised to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate written Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR Part 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

RECEIVED
STATE HWY ENGR
MAR 5 '81
REFER TO
FOR

GAP:ct

Attachments (3)
bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
Ed Hardt
Donna Kilber

Form 734-3122

9360

3-5-81
ct ~~cc~~: CM file
org to Gen file

L.

STATE OF OREGON
HIGHWAY DIVISION

## INTEROFFICE MEMO
ENV 3

DATE: March 3, 1981

TO: E. S. Hunter
Assistant State Highway Engineer

FROM Gary A. Potter, Manager
Environmental Section

Gary

SUBJECT: Environmental Assessment
Fanno Creek Bridge
Schools Highway
Washington County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:ct

Attachments

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
Ed Hardt

# Environmental Assessment

## Fanno Creek Bridge
## Scholls Highway
## Washington County

Oregon State Highway Division
Revised February, 1981

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## Description of Proposed Action

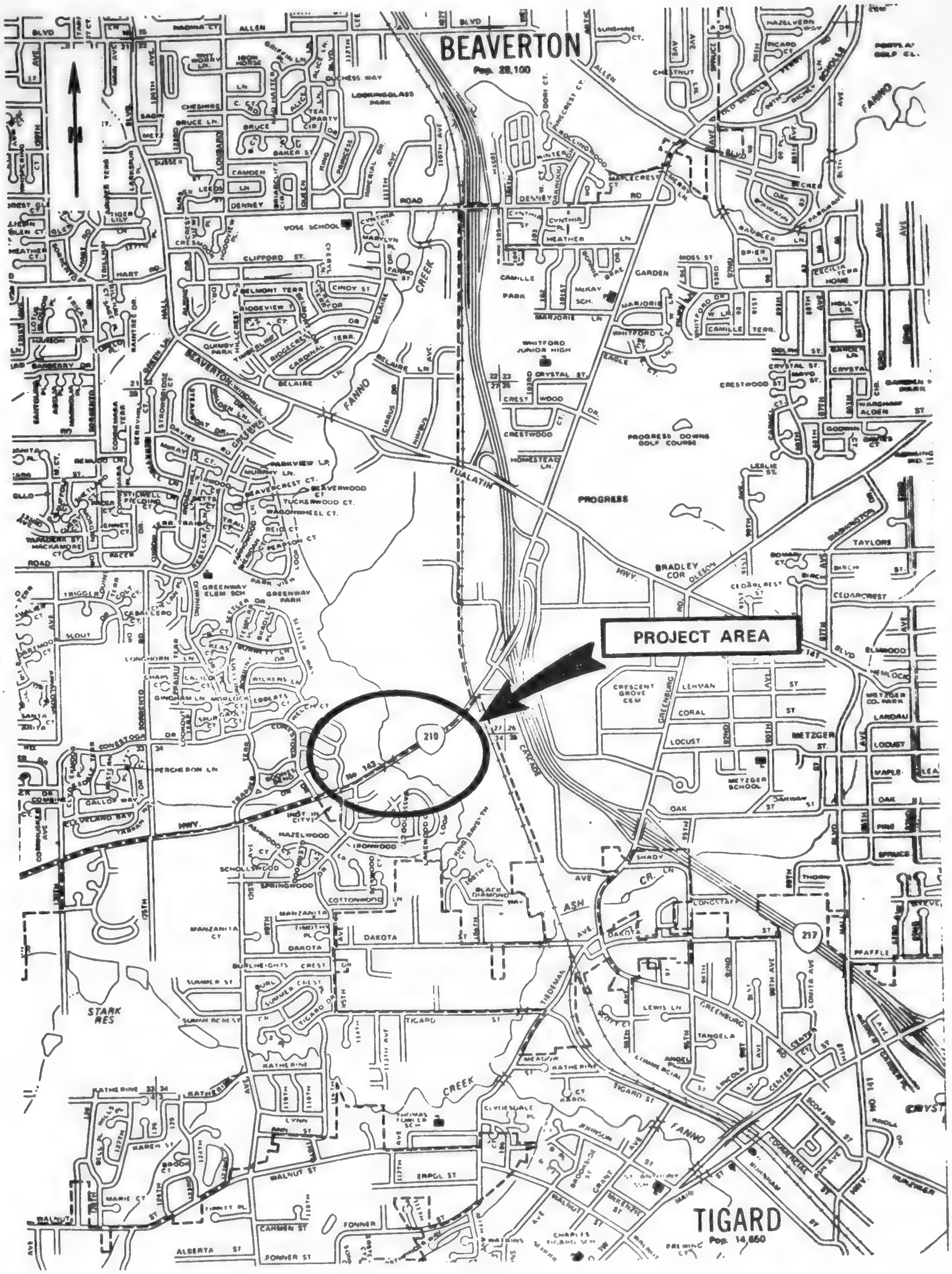
The proposed project is a bridge replacement of the Fanno Creek Bridge on Scholls Highway (M.P. 8.7) in Washington County, Oregon. See Figure 1. The structure would be approximately 68 feet wide with four travel lanes, a variable median, and 6-foot bikepaths on each side. Scholls Highway consists of 4 lanes east of the bridge and 2 lanes west of the bridge. Therefore, the two westbound lanes will taper to one lane across the bridge with the other travel lane striped as a median which tapers to a left turn bay at Springwood Drive. In this manner, four-lane capacity on the bridge is preserved for the future widening of Scholls Highway west of the bridge. In addition to the bikepaths, 5-foot sidewalks will be provided east of the bridge. Overall length of the project is 900 feet. See Figures 2, 3 and 4.

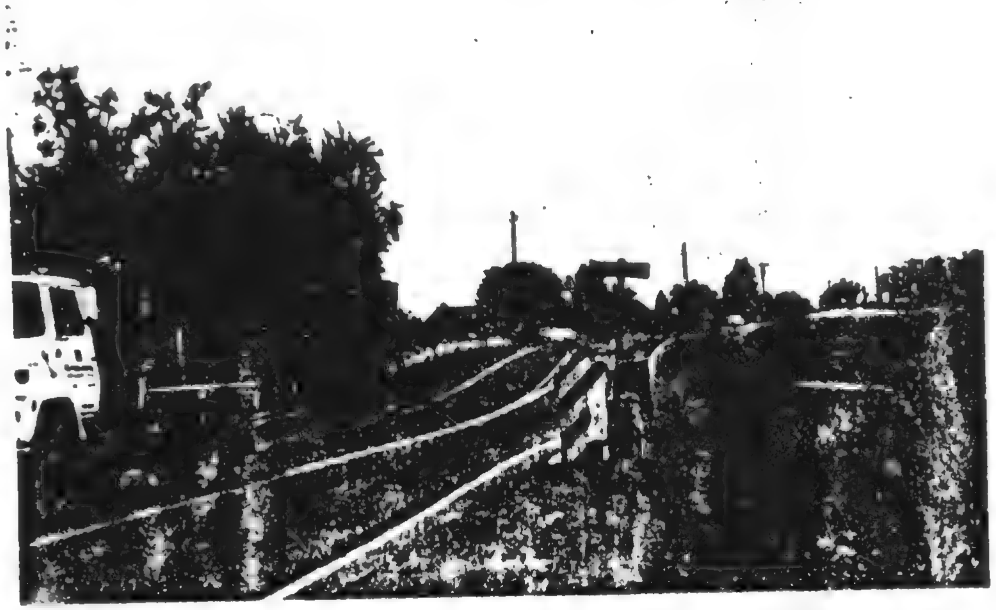
Additional right of way will be required east of Fanno Creek. This will be acquired through deeded dedication. Permanent easements to accommodate fill slopes will be purchased from a private owner (.10 acre) and from Greenway Park (.11 acre), owned by Tualatin Hills Park and Recreation District. Estimated cost of the proposal is $235,000.

## Need

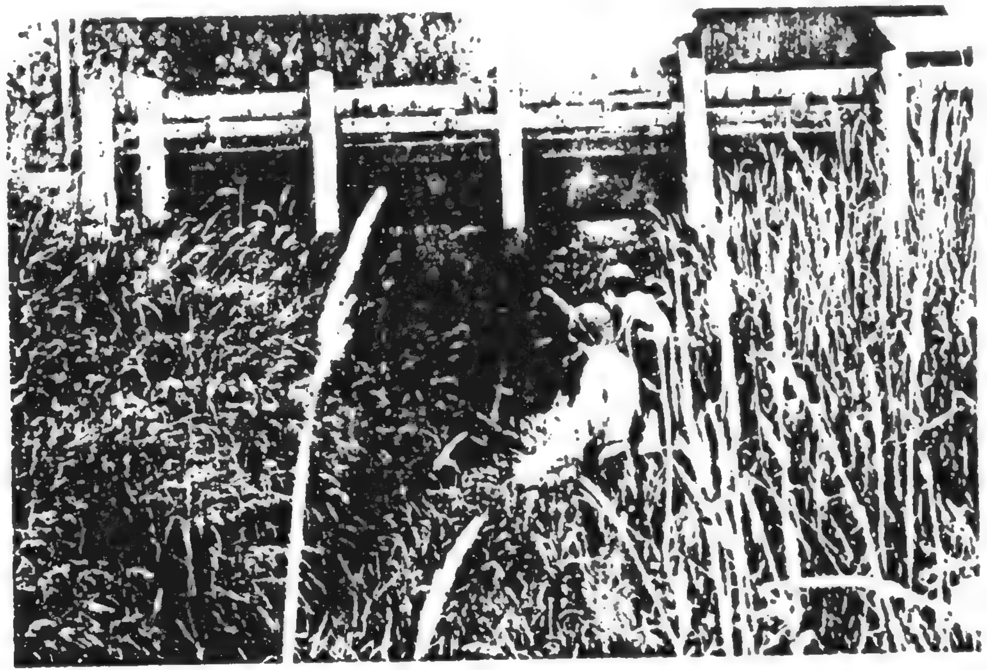
The purpose of the project is to provide sufficient capacity for existing and future traffic and to replace a deteriorating structure.

Figure 1
PROJECT LOCATION MAP


BEAVERTON
Pop. 28,100
PROJECT AREA
210
217
HWY.
TUALATIN
PROGRESS
PROGRESS DOWNS GOLF COURSE
CASCADE
FANNO CREEK
STARK RES
TIGARD
Pop. 14,650



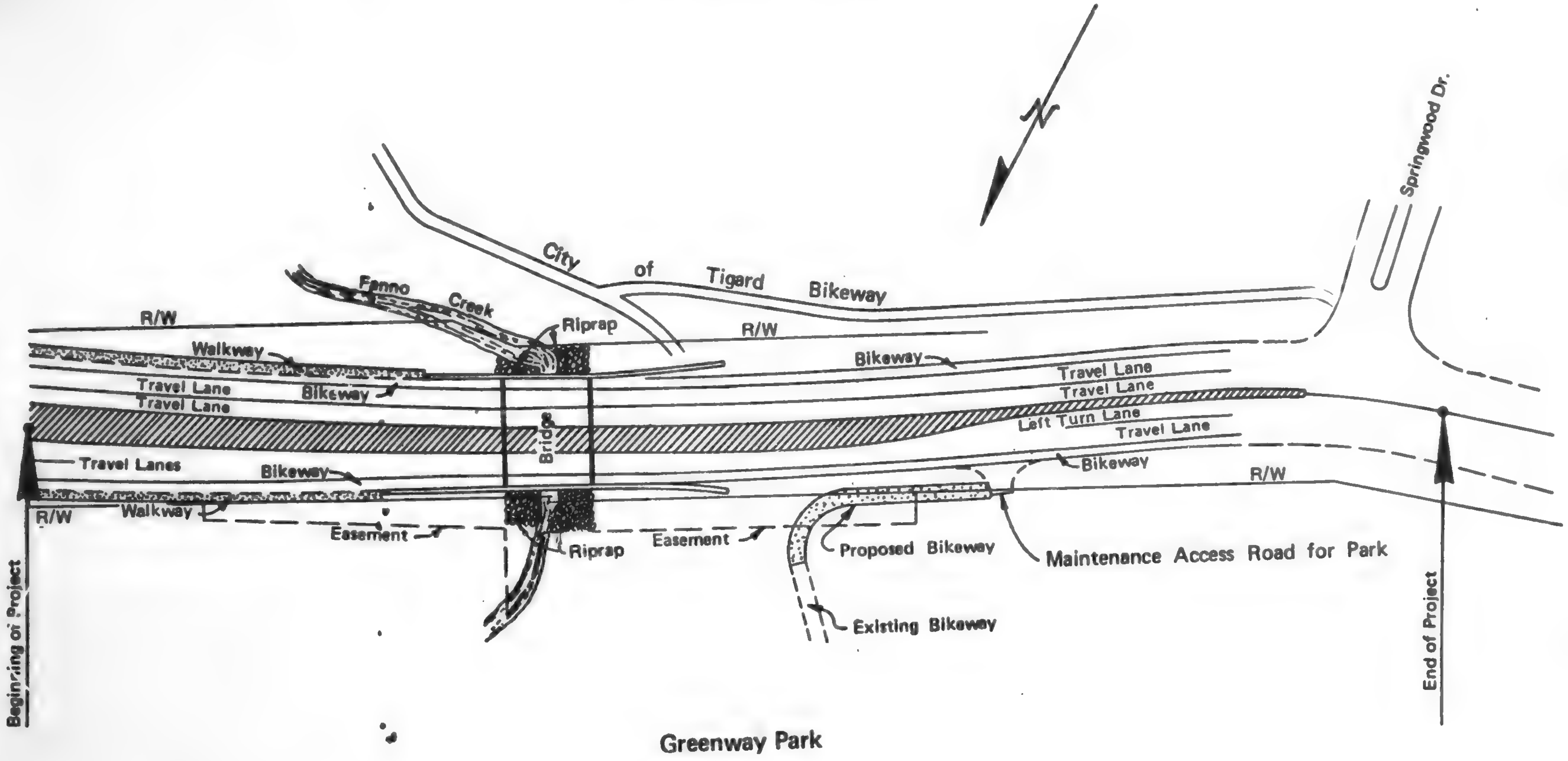
View 1 - Fanno Creek Bridge looking west on Scholls Highway.

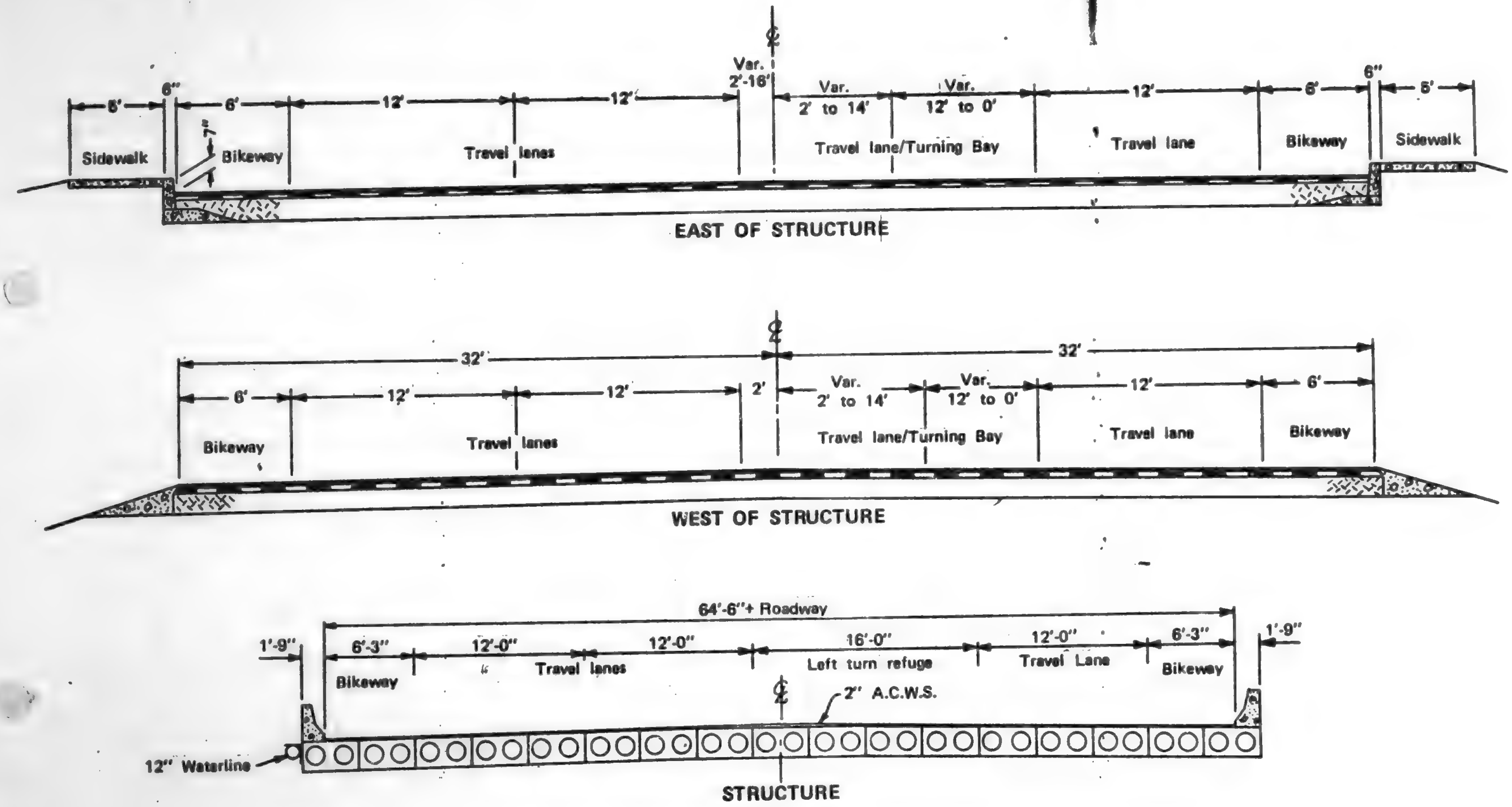


View 2 - Fanno Creek Bridge from Greenway Park looking south.

Figure 2 - EXISTING BRIDGE

Figure 3
PROPOSED PROJECT


N
Springwood Dr.
City of Tigard Bikeway
Fanno Creek
Riprap
R/W
R/W
Walkway
Travel Lane
Travel Lane
Bikeway
Bikeway
Travel Lane
Travel Lane
Left Turn Lane
Travel Lane
Bridge
Travel Lanes
Bikeway
Bikeway
R/W
R/W
Walkway
Easement
Riprap
Easement
Proposed Bikeway
Maintenance Access Road for Park
Existing Bikeway
Beginning of Project
End of Project
Greenway Park



EAST OF STRUCTURE

8'
6"
6'
7"
12'
12'
Var.
2'-16'
℄
Var.
2' to 14'
Var.
12' to 0'
12'
6'
6"
8'
Sidewalk
Bikeway
Travel lanes
Travel lane/Turning Bay
Travel lane
Bikeway
Sidewalk

WEST OF STRUCTURE

32'
℄
32'
6'
12'
12'
2'
Var.
2' to 14'
Var.
12' to 0'
12'
6'
Bikeway
Travel lanes
Travel lane/Turning Bay
Travel lane
Bikeway

STRUCTURE

64'-6"+ Roadway
1'-9"
6'-3"
12'-0"
12'-0"
16'-0"
12'-0"
6'-3"
1'-9"
Bikeway
Travel lanes
Left turn refuge
Travel Lane
Bikeway
℄
2" A.C.W.S.
12" Waterline

Figure 4 - TYPICAL SECTIONS

The project area is experiencing very rapid residential and commercial growth with its accompanying growth in traffic. The existing average daily traffic (ADT) is 13,000 with 22,000 projected by the year 2000. This growth will require four lanes from Highway 217 to 121st Avenue before 2000 for safe and efficient traffic operations. Between Highway 217 and the bridge, Scholls Highway is currently being widened from two to four travel lanes. This is being accomplished by a private development company through the "half-street improvement" requirement for large development building permits. A 400,000 square foot industrial park - Koll Business Center - is under construction just east of the project.

The existing 2-lane bridge roadway is 26 feet wide. It is a wood structure that has been widened in the past with I beams supporting a wooden deck. The deck is starting to deteriorate and is causing minor pothole problems on the surface. A left turn refuge to the west of the bridge serves Springwood Drive and tapers sharply to the structure.

## Alternatives Considered

In addition to the alternative described above, two build alternatives and the No Build alternative were considered.

One alternative proposed to widen the bridge toward the south, requiring a 135-foot channel change of Fanno Creek. Both the U.S. Fish and Wildlife Service and the Oregon Department of

Fish and Wildlife objected to the channel change and the accompanying loss of riparian vegetation. This alternative was therefore abandoned.

The proposed alternative widens toward the north and in so doing requires a permanent slope easement, 20 feet wide and 230 feet long, on public recreation lands. An alternative featuring a retaining wall in place of the fill slope, in order to stay within the existing right of way, was examined. Three types of walls were considered: bin, gabion, and reinforced concrete. The additional cost of construction would range from $40,000 for the gabion wall to $160,000 for the concrete wall.

This alternative was abandoned for two reasons: (1) the soil is unstable requiring a large footing which would create unacceptable pressure on an existing high pressure gas line; and (2) the cost was considered excessive when weighed against the minimal impacts of encroachment into the park.

The No Build alternative would lead to steadily deteriorating traffic safety and service.

## Impacts

### Existing Setting

The project is located in a rapidly developing suburban area southwest of the city of Portland. The boundary between the city limits of Beaverton and Tigard lies on the centerline of Scholls Highway, so that the project is within each city's jurisdiction. Scholls Highway crosses Fanno Creek at the bridge.

The land between Fanno Creek and Highway 217 is zoned light industrial. A large business center - Koll Business Center - is presently under construction at this time in the area southeast of the project. West of Fanno Creek most of the land is zoned residential - both single and multi-family - with some pockets of commercial.

Building within the 100 year floodplain of Fanno Creek is strictly limited. As a result, land on the west side of Fanno Creek, within the floodplain and south of the bridge, has been dedicated to the city of Tigard, and to the Tualatin Hill Park and Recreation District, north of the bridge. Land in the floodplain east of the creek remains in private ownership.

## Areas of Environmental Concern

The project and project area were examined from varying perspectives--traffic, right of way, land use, recreation, biology, hydrology, water quality, noise and air quality--to determine what impacts will result from implementation. The only areas within which noticeable impacts will occur are noise, water quality, wetlands and recreation. This conclusion was reached based on examination of studies and plans for the area and field examination.

Land use changes occurring in the area are in accordance with adopted comprehensive plans. The project will not affect current or planned growth. Because the land use plans are adopted but not yet acknowledged by Land Conservation and Development Commission (LCDC), a review of the project's consistency with LCDC Goals and Guidelines was made as required. The project was found to be consistent with all goals.

A hydrology study determined that there would be no increase in the high water flood level down stream of the bridge, while the flood level up stream will be decreased a minor amount. The project will require excavation of the channel under the bridge and placement of riprap on the embankments and in the channel. Riprap will extend approximately 15 feet up and down stream of the bridge. Riparian vegetation consisting of a small amount of stream side grasses and approximately 3 large trees will be removed. The following mitigation measures will be used to insure minimal erosion and stream sedimentation:

(1) Stream banks which have been cleared will be revegetated with grasses, shrubs and trees. Trees will be replaced in kind where possible.

(2) In water work will be restricted to July 15 to September 15.

(3) River run gravels or bottom material of similar size will be placed in the stream channel 25 feet upstream and downstream of the new bridge.

(4) Temporary erosion control measures will be utilized at the removal site to divert sediments away from the streamway. The measures may include use of sedimentation ponds, temporary berms, and hay bales.

Traffic impacts of the project are beneficial. The project will not affect traffic growth in the area but choice of the No Build alternative would lead to severe congestion at the bridge.

The additional right of way required involves undeveloped land and will be a deeded dedication from the private owner in order to fulfill the half street improvement provisions required when seeking a building permit for a large development. Two permanent slope easements will be purchased: one from private land and one from public recreation land as is discussed later in this document.

Air quality is consistent with the State Implementation Plan. See Appendix B for a summary of pollutants and a letter of concurrence from the Department of Environmental Quality. Additionally, no prime or unique farmlands, threatened or endangered species, or cultural resources are impacted. There are no significant negative impacts nor longitudinal encroachment on the floodplain.

The project area was surveyed for cultural resources. The survey and consultation with the State Historic Preservation Office (SHPO) revealed that no National Register eligible properties will be affected by the project. See Appendix E for the clearance letter from SHPO.

Noise levels in the project area are above federal design guidelines and will increase by the year 2000. Nine units of two apartment buildings southwest of the proposed bridge will be impacted. Noise levels entering Greenway Park are above design levels, but this is not an adverse impact because the affected portion is not an activity area. Existing noise levels at the right of way line are $L_{eq}$72 dBA, 5 dBA above federal guidelines of $L_{eq}$67 dBA for residential and recreational areas. Projected levels for the year 2000 would be L 71 dBA for the No Build and L 75 dBA for the Build Alternative.

Noise barriers were evaluated to mitigate the two apartment buildings south of the project area. Noise barriers were not recommended for the following reasons:

(1) An earth berm or a berm-wall combination was not judged feasible because the existing right-of-way is not adequate for construction. There is insufficient room to reconstruct the adjacent pedestrian path and replace landscaping which would be removed by a barrier.

(2) The cost of both the concrete and wood walls was judged to outweigh the benefits of the noise reduction offered.

(3) The concrete and wood barriers would only offer partial mitigation to the first floor apartments. Federal interior design noise levels would still be exceeded at the second floor apartments. A longer, more effective barrier could not be constructed because of Springwood Drive access to the west and access to the A.C. walkway to the east.

(4) The residents of the apartments now enjoy a scenic view northward of Fanno Creek and Greenway Park. The view would be lost if a barrier were constructed.

Noise barriers for Greenway Park were not proposed because the affected area of the park is not an activity area.

Recreation impacts involve a minor encroachment on Greenway Park (discussed in the 4(f) evaluation) and consideration of a bikeway connection between Greenway Park and the city of Tigard bikepath. The city of Tigard owns land adjacent to and west of Fanno Creek which is designated as greenway. Much of it is in the 100 year floodplain and has been dedicated to Tigard by adjacent land owners. Although it is not a park, a pedestrian/bikeway runs the length of it. The city plans to eventually have a continuous greenway along Fanno Creek with a pedestrian/bikeway throughout. The bikeway presently has one stub ending near the base of the bridge and a continuation of the path along Scholls Highway to its intersection with Spring wood Drive. On the other side of the roadway, a pedestrian/bikeway which runs the length of Greenway Park, ends just opposite the Tigard pathway. At present, there is no convenient way to get from one path to the other. The most likely manner of crossing from Greenway Park is to cross the park grass, enter the highway shoulder at a park maintenance access driveway, walk along the shoulder of the highway to the Springwood Drive intersection and cross to the entrance of the bikeway on the southside of the highway. Some people are crossing the roadway near the stub end of the pathway.

The crossing is not near an intersection and is located in a low area with poor sight distance creating a safety hazard.

The city of Tigard has stipulated as a condition to be met for the Sensitive Lands Permit,* that a direct connection be made between the two bikeways. Tualatin Hills Park and Recreation District has also expressed a desire that the connection be made. A suggested method of achieving this connection, placement of a box culvert under the roadway, was found infeasible because of high water levels, and insufficient grade differential between the roadway and the bikeways. A meeting with the City of Tigard, and Tualatin Hills Park and Recreation District concluded that the only feasible connection of the bikeways at this time would be a marked crosswalk at Springwood Drive.

The crosswalk will be signed but not signalized as was proposed by the committee. Investigation of user actuated signals or flashing warning lights indicated that these methods would tend to decrease safety. The present bikeway stubs on either side of the roadway will be removed to discourage crossing at an inappropriate place. The bikeway in Greenway Park will be redirected to connect with the maintenance access road which will be relocated to the west of its present location. Letters from City of Tigard and Tualatin Hills Park and Recreation District confirming their concurrence with the proposed mitigation are contained in Appendices A and C.

---

*The Sensitive Lands Permit is required when building within a 100-year floodplain.

The proposed project crosses Fanno Creek at R.M. 6.6. The existing bridge is flanked on each side by small wetlands. The wetlands are contiguous with Fanno Creek and their boundary roughly follows an elevation of 158 feet. Fanno Creek and its bordering wetlands run through a rapidly developing urban-suburban area where wetlands and other natural aquatic features are rapidly disappearing. Wetlands in the immediate vicinity (bordering the creek upstream and downstream of the project area) total less than 1 acre.

Wetlands and the adjoining flood plain on the north side of the existing bridge have been recently filled and disrupted by local construction activities. The only wetland vegetation remaining on this side of the bridge is a small clump of reed canary grass next to the bridge approach and a thin strip of reed canary grass and woody nightshade along the creek banks. Heavy equipment apparently crossed the creek about 15' north of the bridge and obliterated all vegetation along the creek for a stretch of about 10 feet. A slightly larger wetland/floodplain area south of the bridge contains a mixture of 10-15' hawthorne trees, 20-25' elm trees, an Oregon ash and bigleaf maple, wild rose snowberry, himalayaberry, Spirea, and reed canary grass.

The creek itself is in a semi-degraded condition with little shading (except near the bridge), a silty bottom, and a poor pool/riffle ratio. There is little evidence of aquatic life. The U.S. Fish and Wildlife Service classification of these wetlands is as follows: 1) North side - palustrine, emergent, seasonally flooded; 2) South side - palustrine, scrub-shrub, seasonally flooded.

The area of wetlands to be filled by the widening project is small, totalling 2850 square feet (0.08 acre). However, the area taken includes most of the wetland area described above on each side of the bridge. Since wetlands and other aquatic features are almost non-existent in the vicinity, any loss is considered an adverse impact, since it contributes to the piecemeal degradation of local aquatic resources.

Construction activities will cause short-term effects primarily of turbidity and sedimentation to the nearby stream. Longer term effects include erosion from fill slopes and loss of wetland vegetation.

## Wetlands Finding

This assessment sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located in the proposed Federal-Aid highway project, and that the highway proposal includes all practicable measures to minimize harm to the wetlands which may result from such use. This finding is made in accordance with the requirements of Executive Order (E.O.) 11990 on the Protection of Wetlands, dated May 24, 1977.

## Alternatives to Construction in Wetlands

This project involves widening a bridge. The wetlands impacts are minor (0.08 acre) and result from shading the existing wetlands by construction of the new structure and filling required for approach slopes.

There are no possible alternatives other than the No-Build which could avoid the wetlands (see pages 2 and 3). The No-Build alternative can not adequately handle the projected traffic and would seriously reduce traffic safety.

## Minimization

Mitigation of the entire wetlands loss was not found to be feasible, however, measures will be taken to enhance the esthetic value of the site and to upgrade the habitat quality of the stream. A small number of native trees and shrubs (alders and willows) will be planted in a manner that blends with the natural conditions along 100 to 150 feet of the southwest creek bank, providing shade for the creek. Areas disturbed during construction will be revegetated with native grasses. Additionally, placement of small-sized rock rip-rap upstream and downstream of the bridge will provide some variety of bottom materials for aquatic and wetland flora and fauna.

Opportunities to replace the displaced wetlands were investigated. Insufficient right of way exists at the project site to recreate wetlands. It was determined to be imprudent to replace them at another site due to the small amount of area under consideration and comparatively minor impact.

The project plans were re-examined during the wetlands investigation and the embankment slope on the southeast side of the bridge was reduced, lessening the total impact by 0.02 acre.

### Conclusion

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

## Comments and Coordination

An A-95 review was initiated at the beginning of the project planning process. The Oregon Department Fish and Wildlife responded with objections to a proposed channel change. Subsequent meetings with that agency and the U.S. Fish and Wildlife Service lead to a change in project design.

The city of Tigard requires a Sensitive Lands Permit for construction within the 100 year floodplain. The City of Tigard and ODOT have met and concurred on methods to meet conditions stipulated in the permit. See Appendix C.

Several contacts have been made with Tualatin Hills Park and Recreation District regarding use of park lands. THPRD has voiced no objections to the project. Letter stating their position are contained in Appendix A.

The Environmental Assessment (EA) was made available to the public October 30, 1980. One letter from the public was received commenting on the lack of discussion concerning wetland takings and mitigation. A wetlands discussion and finding has been included in this document. The EA was reviewed by the Department of Interior which commented that mitigation needed to be given more consideration, particularly with respect to the bikeway. A meeting with the City of Tigard and Tualatin Hills Park and Recreation District was held December 11, 1980 to determine the appropriate mitigation measures to be included in the project design. This discussion can be found on page S-4. Coordination with these agencies will continue through final design and construction.

## Conclusion

The project area has been thoroughly studied for impacts to the natural and human environment. Noticeable but minor impacts will occur in the areas of noise, wetlands, water quality and recreation. Mitigation was investigated for all impacts. Minimization techniques and mitigation measures will be employed to reduce the impacts to water quality and recreation. It was found neither prudent nor feasible to mitigate noise and wetland impacts. Considering the minimal nature of the impacts which will not be mitigated, it has been determined that the project warrants a Finding of No Significant Impact.

# Appendix A - Correspondence with

# Tualatin Hills Park and Recreation District

TUALATIN
HILLS
PARK &
RECREATION
DISTRICT ADMINISTRATION OFFICE
15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433

PARKS & PLANNING DIVISION
Richard Watenpaugh
Director

BOARD OF DIRECTORS
James E. Barnard
Eldon R. Foster
Babette Horenstein
Folkert K. Menger
Carole O. Shick

Howard M. Terpenning
General Manager

July 15, 1980

Thomas S. Loeber
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Scholls Ferry Road Bridge Improvement

Dear Mr. Loeber:

After reviewing the preliminary site maps and the planned slope easement you have provided for us, the Tualatin Hills Park and Recreation District has no conflict with your proposed bridge improvements. It is our hope that the additional creek base improvements will actually help to alleviate drainage problems which currently cause surface water retention on our property (Greenway Park).

The improvements pose no foreseeable problems to the Park District and it is our desire that the alternations will actually improve the Park property adjacent to the creek. We can not identify any negative impact on the recreational potential of the site or foresee any alternations of the recreation experience sought by Park visitors.

continued...

Bridge Improvement
Page II

Please go ahead with the necessary steps to complete this 20' x 120' (approximate) easement. If you have any further questions, or learn of any information regarding this matter that would be of interest to us, please contact me at 645-6433.

Respectfully,
Jean P. Keating
Jean P. Keating
Planning Coordinator

JPK/ds

TUALATIN
HILLS
PARK &
RECREATION
DISTRICT ADMINISTRATION OFFICE
15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433

Howard M. Terpenning
General Manager

BOARD OF DIRECTORS
James E. Barnard
Eldon R. Foster
Babette Horenstein
Folkert K. Menger
Carole O. Shick

January 6, 1981

Don Adams, Project Development Mgr.
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Scholls Ferry Road Bridge Improvement
and Greenway Park

Dear Mr. Adams:

The notes from the December 11, 1980 meeting have been enclosed for your reference. I have discussed several items with Howard Terpenning, General Manager, and the District's maintenance staff.

It has been suggested that the 1 to 1 1/2 percent slope easements be planted with pyracanthia (Santa Cruz variety). A dense planting of this variety on the easement area could act as a pedestrian barrier and be relatively easy to maintain. The District has no objection to the removal of the pathway stub end, or the pathway and maintenance entrance relocation. We do request that the project be coordinated with out staff and at no cost to the park district.

Please keep us informed as to the progress of the project.

Respectfully,
Jean P. Keating
JEAN P. KEATING
Planning Coordinator

JPK/js

cc: Howard Terpenning
Donna Kilber
Bob Heard
Curt Duval

TUALATIN
HILLS
PARK &
RECREATION
DISTRICT ADMINISTRATION OFFICE
15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433

Howard M. Terpenning
General Manager

**BOARD OF DIRECTORS**
James E. Barnard
Eldon R. Foster
Babette Horenstein
Folkert K. Menger
Carole O. Shick

January 8, 1981

Don Adams, Project Development Mgr.
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Scholls Ferry Road Bridge Improvement
and Greenway Park

Dear Mr. Adams:

This is a follow up letter to formally correct two errors in previous correspondence.

The first, dated July 15, 1980, addressed to Mr. Thomas Loeber, should read "Please go ahead with the necessary steps to complete this 20' x 230' easement."

The second, dated January 6, 1981, addressed to you should read "It has been suggested that the 1:1 ½ slope easement..."

Sorry for the delay.

Respectfully,

Jean P. Keating

JEAN P. KEATING
Planning Coordinator

JPK:js

# Appendix B - Air Quality Data

# TABLE 1

## FANNO CREEK BRIDGE
## SCHOLLS HIGHWAY

## TOTAL EMISSIONS SUMMARY
## ALL FACILITIES

| PROJECT ALTERNATIVES | STUDY YEAR | CARBON MONOXIDE TONS/YR | CARBON MONOXIDE PERCENT | HYDROCARBONS TONS/YR | HYDROCARBONS PERCENT | NITROGEN OXIDES TONS/YR | NITROGEN OXIDES PERCENT |
|---|---|---|---|---|---|---|---|
| NO BUILD ALTERNATIV | 1980 | 7.27 | 100.0 | 0.79 | 100.0 | 0.84 | 100.0 |
| | 1982 | 6.56 | 90.3 | 0.65 | 82.4 | 0.81 | 95.7 |
| | 1983 | 6.55 | 90.2 | 0.66 | 83.5 | 0.79 | 94.1 |
| | 1987 | 4.86 | 66.8 | 0.46 | 58.7 | 0.70 | 83.4 |
| | 2000 | 4.86 | 66.8 | 0.47 | 59.5 | 0.77 | 92.0 |
| BUILD ALTERNATIVE | 1980 | 7.27 | 100.0 | 0.79 | 100.0 | 0.84 | 100.0 |
| | 1982 | 6.45 | 88.8 | 0.64 | 81.0 | 0.82 | 97.7 |
| | 1983 | 6.43 | 88.4 | 0.64 | 81.5 | 0.81 | 96.2 |
| | 1987 | 4.71 | 64.7 | 0.45 | 56.4 | 0.72 | 86.0 |
| | 2000 | 4.39 | 60.4 | 0.41 | 52.2 | 0.82 | 97.8 |

PERCENT SHOWS EACH POLLUTANT RELATIVE TO THE FOLLOWING
ALTERNATIVE AND YEAR NO BUILD ALTERNATIVE 1980

## TABLE 2

### Predicted CO Concentrations[1], mg/m$^3$

| Alternative | Year<br>1980 | 1982 | 2000 |
|---|---|---|---|
| No-Build | 5.7[2] | 5.1 | 4.9 |
| Build | 5.7 | 4.9 | 3.4 |

1) Predicted nomographic 8-hr. average CO levels at edge of roadway.

2) No background CO has been added.

VICTOR ATIYEH
GOVERNOR

**Department of Environmental Quality**

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

November 25, 1980

Mr. Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Fanno Creek Bridge
Scholls Highway; Washington County
Determination of Consistency

Dear Mr. Potter:

Based on the Department's review of the Air Quality Report for the above referenced project, it would be consistent with the State Implementation Plan.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:h

# Appendix C
# Correspondence with City of Tigard

PLEASE RETAIN COPY FOR YOUR FILES
AND RETURN THE ORIGI[illegible] TO US.

CITY OF TIGARD
WASHINGTON COUNTY, OREGON

August 19, 1980

RECEIVED
AUG 26 1980
Environmental Section

Mr. David Bryson
OREGON DEPARTMENT OF TRANSPORTATION
Department of Transportation Bldg., Room 24
Salem, Oregon 97310

**REFERENCE:** SENSITIVE LANDS PERMIT, M 5-80 (Oregon Department of Transportation Scholls Ferry Road - Fanno Creek Bridge Replacement)

Dear Sir:

Please be advised that the Tigard Planning Commission at their meeting of August 12, 1980 approved your request for a Sensitive Lands Permit in reference to the above project.

This approval is subject to the following conditions:

1. Raise the bridge to meet the one-hundred year floodplain.
2. Connect bikeways from Beaverton to Tigard. Address this issue on final construction plans. (Construction of bikepath connection may be possible under the highway.)

If we may be of further assistance, please contact me at 639-4171.

Yours truly,

Aldie Howard
Planning Director

AHvmc

NOTE: This acknowledgement must be signed and returned to the City of Tigard, Planning Department. Failure to return this acknowledgement will result in no further action on this project.

Signature  Date

8/28/80 Copy to C. Duval
" " D. Trout
Orig. " D. Bryson

12420 S.W. MAIN P.O. BOX 23397 TIGARD, OREGON 97223 PH: 639-4171

CITY OF TIGARD
WASHINGTON COUNTY, OREGON

December 22, 1980

MA [illegible] PDE FFM SPC
ODOT - METRO

DEC 24 1980

BM PAR PPC FILE T/A

OREGON DEPARTMENT OF TRANSPORTATION
ATTN: Mr. Don Adams
Project Development Manager
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Adams:

Please be advised that a consensus of those in attendance at a recent meeting with representatives of O.D.O.T., City of Beaverton, Tualatin Hills Park, Recreation District and City of Tigard, that pedestrian and bicycle traffic across SW Scholls Ferry Road would be accommodated by a marked crosswalk. The crosswalk will cross Scholls Ferry Road at SW Springwood Drive, and will satisfy a condition of the Tigard Planning Commission for approval of Sensitive Lands, Permit #M5-80 for the construction of the new Scholls Ferry Road bridge at Fanno Creek. Further, this crosswalk would be identified by user activated flashing lights and early warning signs. Details need to appear on the project plans.

In addition, $CH_2M$ Hill has done an independent analysis of the effects of the new structure over Fanno Creek on the City of Tigard as it relates to the 100-year flood. We feel the present design does not have a detrimental effect on sensitive lands in Tigard.

If these two conditions are carried out substantially as outlined above and shown on construction plans, the Sensitive Lands Permit is approved.

If you have any questions please contact me at 639-4171.

Very truly yours,

Frank A Currie

Frank A. Currie, P.E.
Director of Public Works

fac:pjr

cc Dave 12-24-80
HW

cc Bob Heard.

Noted By Bob Heard

12420 S.W. MAIN P.O. BOX 23397 TIGARD, OREGON 97223 PH: 639-4171

## Appendix D - Comment Letters

December 4, 1980

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
Ed Hardt
R. N. Bothman
Jef Kaiser
Bill Geibel
Wally Bryant
Cliff Christians

VICTOR ATIYEH
GOVERNOR

*Department of Fish and Wildlife*
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

December 2, 1980

Mr. Gary Potter
Manager, Environmental Section
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

The Oregon Department of Fish and Wildlife has reviewed the Fanno Creek Bridge Environmental Assessment. The Department's staff believes the assessment accurately describes the project and potential environmental conflicts. We commend your agency for incorporating our concerns into the selected alternative. This alternative will have minimal adverse impacts on aquatic and riparian resources associated with the site.

We have appreciated the opportunity to review and comment on this project. The cooperative attitude of you and other D.O.T. personnel is sincerely appreciated. The impact of other highway projects can also be minimized through this type of working relationship.

Sincerely,

James A. Newton

James A. Newton
Staff Biologist
Environmental Management Section

cc: Jay Massey

JAN:ek

6320 S.W. Lombard, Apt. 7
Beaverton, Oregon 97005

November 16, 1980

Mr. G. A. Potter, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

I have read the Environmental Assessment of the Fanno Creek Bridge, Scholls Highway (Oct. 1980) and find it deficient in that "areas of environmental concern" (p. 4) does not mention wetlands or the wildlife dependent upon this habitat. It is mentioned that USFWS and ODFW objected to the "southern" alternative, but no assessment is made of the loss of wetland habitat due to the "northern" (preferred) alternative. There will obviously be some loss of wetland: THPRD forsees "benefit" from reduced surface water detention, and (p. 5) flood levels will be decreased.

I remind you that Oregon State Highway Division has promised (Allen Boulevard Interchange FHWA-OR-EIS-76-02-D, May 1976, p. 61) that "a wetland area of similar size to that removed by this project will be replaced in another Oregon State Highway Division project." To my knowledge, that promise has not yet been honored. This project continues the destruction of wetland habitat without even the courtesy of acknowledging the impact.

Please remedy this deficiency before proceeding further with the project.

Very truly yours,

David E. Dobak

David E. Dobak

**ENVIRONMENTAL SECTION**
**November 21, 1980**

cc: Don Adams
Cam Gilmour
Donna Kilber
D. H. Moehring
E. S. Hunter
J. H. Versteeg

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

102-01a(2)
FPC 37-2
NW100

NOV 06 1980
RECEIVED
ENVIRONMENTAL
SECTION
NOV 12 1980

Referred to Manager ______
Proj. Coord. ______ Res. Coord. ______
Eng. Coord. ______ Adm. Asst. ______
Sec. ______ File ______

Glen L. Green
Division Administrator
Federal Highway Administration
550 Center Street N.W.
Salem, OR 97301

Dear Mr. Green:

This letter is to document consultation between Federal Highway Administration (FHWA) personnel and members of my staff concerning the Section 4(f) aspects of the Fanno Creek Bridge, Scholls Highway Project in Washington County, Oregon. We have reviewed the preliminary draft of the Environmental Assessment sent to us on October 27, 1980. The following comments are provided as technical assistance and reflect the opinions of this Regional Office and do not necessarily represent the views of the Secretary of the Interior. Official departmental comments will be provided when requested by the Secretary of Transportation.

We agree with the project sponsor that the slope easement required from Greenway Park will constitute a Section 4(f) involvement with that property. Consequently, we would expect a Section 4(f) statement to be prepared pursuant to DOT Order 5610.1C. Such a statement would be required even if an environmental impact statement pursuant to Section 102(2)(c) of NEPA is not required. As the Department of the Interior has consultative responsibilities on Section 4(f) matters, we would prefer to see a copy of the Section 4(f) statement in draft before preparation of the final statement in order to satisfy consultation requirements.

The information contained in the preliminary draft of the Environmental Assessment seems to support a finding of "no feasible and prudent alternative" to the use of these Section 4(f) lands. We do not believe, however, that the second proviso of Section 4(f) dealing with mitigation of the project's impacts has received equal attention. Specifically, we refer to resolution of the problems associated with providing bicycle access across Scholls Highway. The assessment hints at an ODOT proposal to link the bikeway with the park access road and a request by the Tualatin Hills Park and Recreation District (THPRD) for ODOT to explore connecting the bikeway with the highway shoulder. Is THPRD's request to have the access up the slope easement? This section of the assessment is unclear. Mention is also made of an unresolved problem associated with connecting the Greenway Park bicycle path with an adjacent city of Tigard bikepath. We believe the proposed revegetation measures and a connection of the two bicycle paths would be the appropriate mitigation for use of the Section 4(f) lands (both physical land taking and greater noise impacts). We suggest the mitigation matter be resolved and a more affirmative commitment be made in the Environmental Assessment distributed for public comment.

We also noted the project proposal calls for the taking of a 20x230 foot section of Greenway Park for the slope easement. The letter from THPRD (July 15, 1980 - Appendix A) mentions a 20x120 taking. This discrepancy should be resolved.

As the federal agency with primary responsibility for the protection of cultural resources, we are always concerned with potential impacts on historic or archeological resources. We found no evidence that the project site was professionally examined for the possibility of such resources. We recommend this be done and the results of the survey or examination coordinated with the Oregon State Historic Preservation Officer pursuant to the requirements of 36 CFR 800.

We appreciate the opportunity to have reviewed this document in the preliminary stages and hope our comments have provided assistance. We have no objection to including this letter with the Environmental Assessment as evidence of your early coordination on these matters.

Maurice H. Lundy
Regional Director

by Richard L Winters

# Appendix E- Correspondence with State Historic Preservation Office

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HISTORIC PRESERVATION OFFICE**
**Parks and Recreation Division**
525 TRADE STREET S.E., SALEM, OREGON 97310

February 23, 1981

In Reply Refer to
File No.

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

Dear Mr. Dykman

ATTN: Maxine Banks:

RE: Fanno Creek Ridge
Schools Highway
Washington County

This letter is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:js

Form 734-3122

# Final Section 4(f) Evaluation

Description and Need of Proposed Project - The proposed project is a bridge replacement. The existing bridge has 2 lanes while the proposed bridge would have 4 lanes. The project will be largely contained within existing or dedicated right of way. However, a permanent slope easement will be required from Greenway Park for the slopes of the bridge approach. A strip 20 feet wide and approximately 230 feet long (.11 acre) will be required for the easement. The purpose of the project is to provide sufficient capacity for existing and future traffic and to replace a deteriorating structure.

The project area is experiencing very rapid residential and commercial growth with its accompanying growth in traffic requiring four lanes from Highway 217 to 121st Avenue before 2000 for safe and efficient traffic operations.

The existing 2-lane bridge is a wood structure supporting a wooden deck. The deck is starting to deteriorate and is causing minor pothole problems on the surface.

4(f) Land Description - Greenway Park is one of 90 parks operated by the Tualatin Hills Park and Recreation District (THPRD). It lies adjacent to Fanno Creek between Scholls Highway and Hall Boulevard about a half mile to the north. A similar park - Fanno Creek Park-adjoins Greenway Park at Hall Boulevard and extends north. The two parks together are 60 acres in size, of which

Greenway Park is the larger portion. The land was acquired by deeded dedication and the deed contains no reversion clause. See Figures 5 and 6.

The THPRD classifies Greenway Park as greenway, neighborhood park, and community park. These classifications are defined as follows:

Greenway

> Natural or man made drainage areas or other lengths of land with a value to preserve. They may be accompanied by pathways and picnic areas.

Neighborhood Park

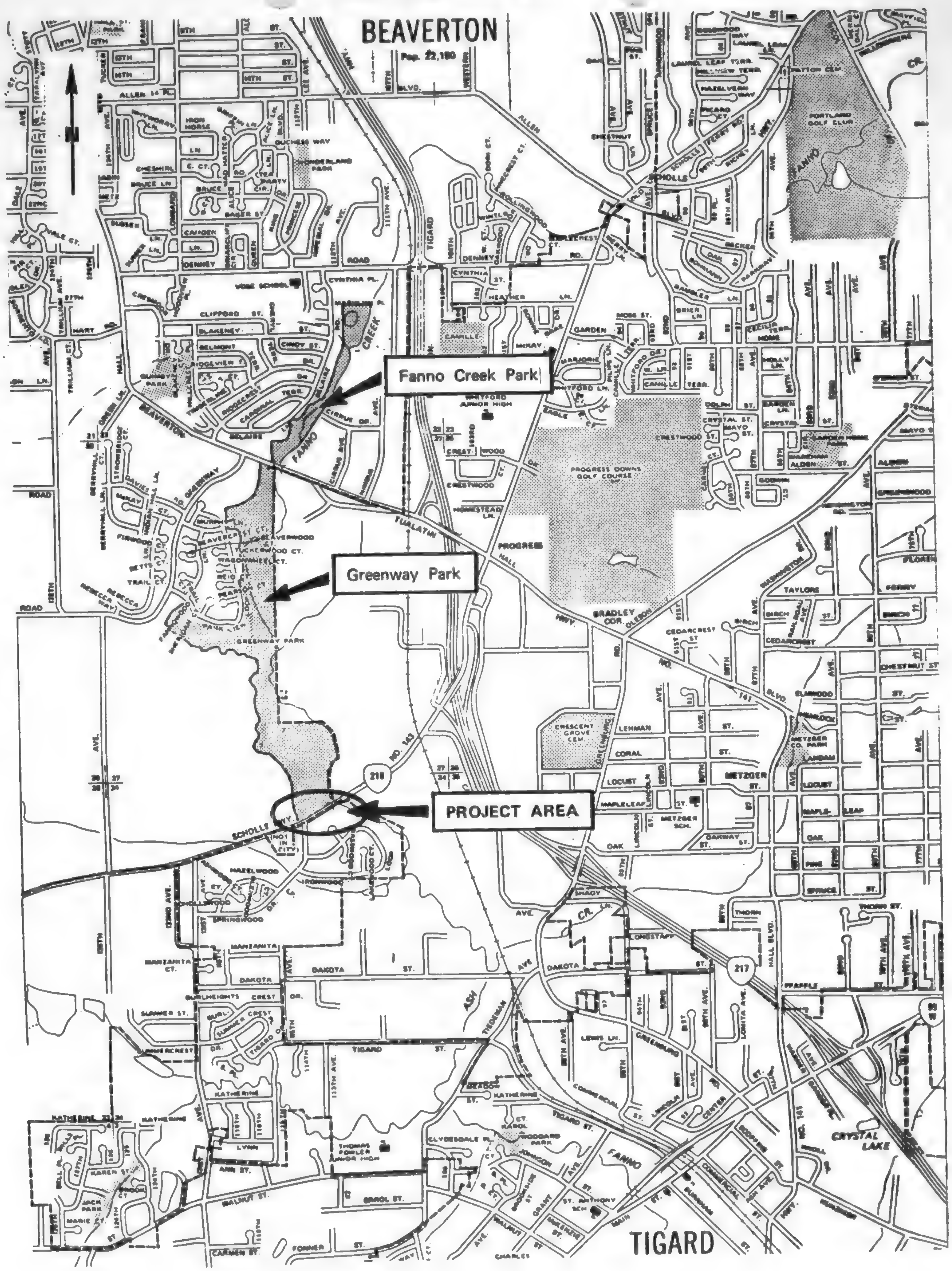
> By nature of its purpose, the Neighborhood Park provides a basic recreational opportunity to the residents of a relatively small area. Facilities may include: picnic tables, play fields, playground equipment, park benches, basketball courts, tennis courts, and volleyball courts.

Community Park

> The Community Park provides a more complete urban recreational opportunity than does the Neighborhood Park and is designed to serve many neighborhoods. Facilities may include: athletic fields, tennis courts, swim pools, group picnic areas, and spectator bleachers.

The facilities have been developed at Greenway Park in a manner to meet the needs of all three classifications.

Figure 5
PARK LOCATION MAP


BEAVERTON
Pop. 22,180
N
PORTLAND GOLF CLUB
FANNO
SCHOLLS
ALLEN
TIGARD
TUALATIN
PROGRESS
HALL
WHITFORD JUNIOR HIGH
PROGRESS DOWNS GOLF COURSE
BRADLEY COR.
OLESON
WASHINGTON
CRESCENT GROVE CEM.
METZGER
METZGER CO. PARK
METZGER SCH.
GREENWAY PARK
NO. 143
210
SCHOLLS HWY.
(NOT IN CITY)
217
THOMAS FOWLER JUNIOR HIGH
ST. ANTHONY SCH.
WOODARD PARK
JACK PARK
CRYSTAL LAKE
NO. 141
TIGARD

Fanno Creek Park

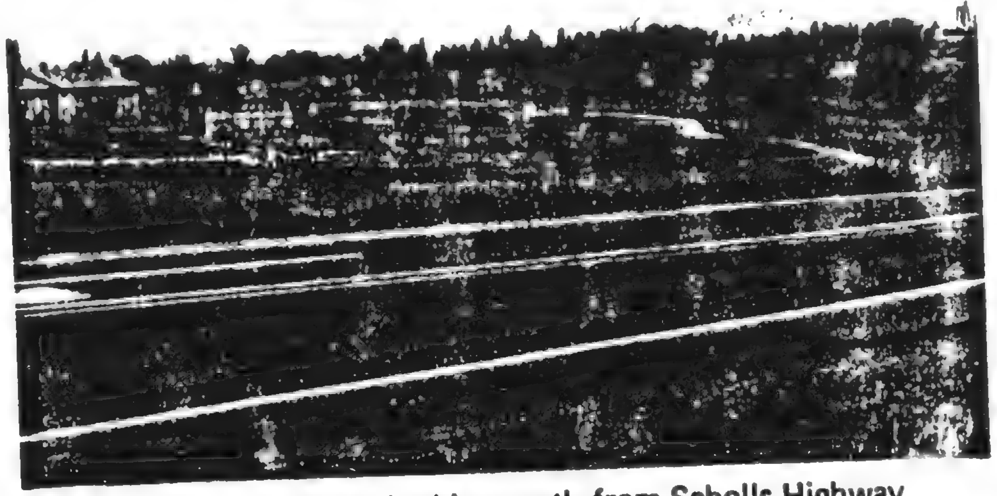
Greenway Park

PROJECT AREA

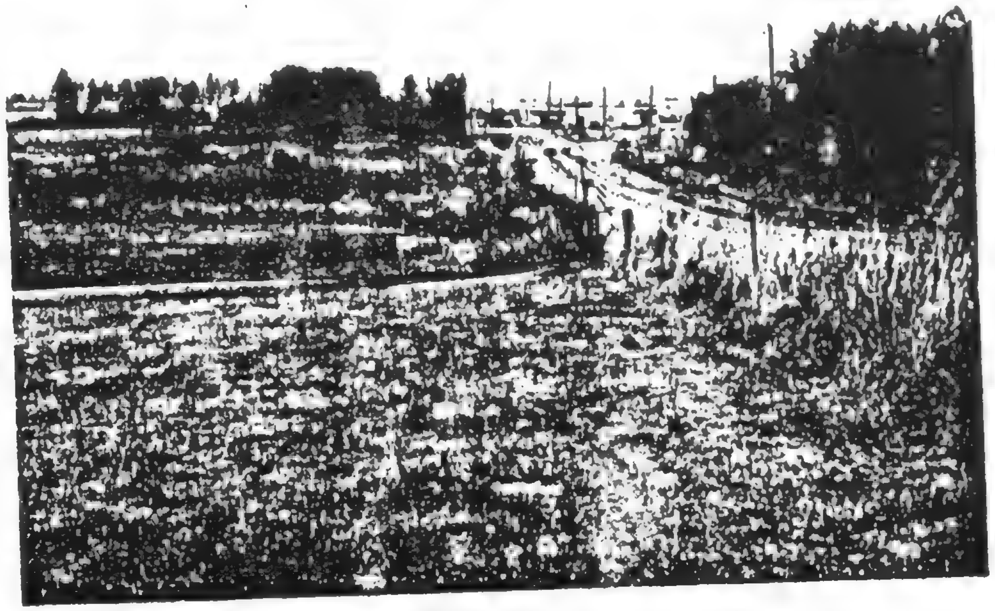
GREENWAY
PARK

View 1 - A runner can be seen at the end of the pedestrian/bikeway.

View 2 - Greenway Park enjoys steady use. Play equipment can be seen in the background.



View 3 - Greenway Park looking north from Scholls Highway.



View 4 - Area impacted by fill slopes.

Figure 6 - GREENWAY PARK

Much of the park is within the 100 year floodplain and the park frequently floods in winter. The wetlands generated by flooding have been left in their natural state. Much of the vegetation is natural although some trees and shrubs have been planted and the grasses are mowed.

A pedestrian/bikeway runs the length of the park. The park has areas of play equipment and play "pads" which include basketball hoops for practice. These facilities meet the neighborhood needs while a regulation size rugby field meets community park needs. There are covered activity areas for picnics and organized activities such as crafts classes. Though official use statistics are not available, field observation indicates that all facilities enjoy steady use.

Except for the pedestrian/bikeway, all of the developed facilities are more than 150 yards from the roadway. The area near the project, and that which would be encroached upon, is mowed native grasses and floods frequently. No formal activities take place in this area except what occurs on the bikeway. The area could be used for informal play but its existing highway exposure and lack of privacy make the area uninviting for even these activities. No park facilities are planned for this area. See Figure 7.

The pedestrian/bikeway does receive frequent use. The asphalt pathway ends abruptly near the present highway right of way, but short of the area to be covered by fill. Users either

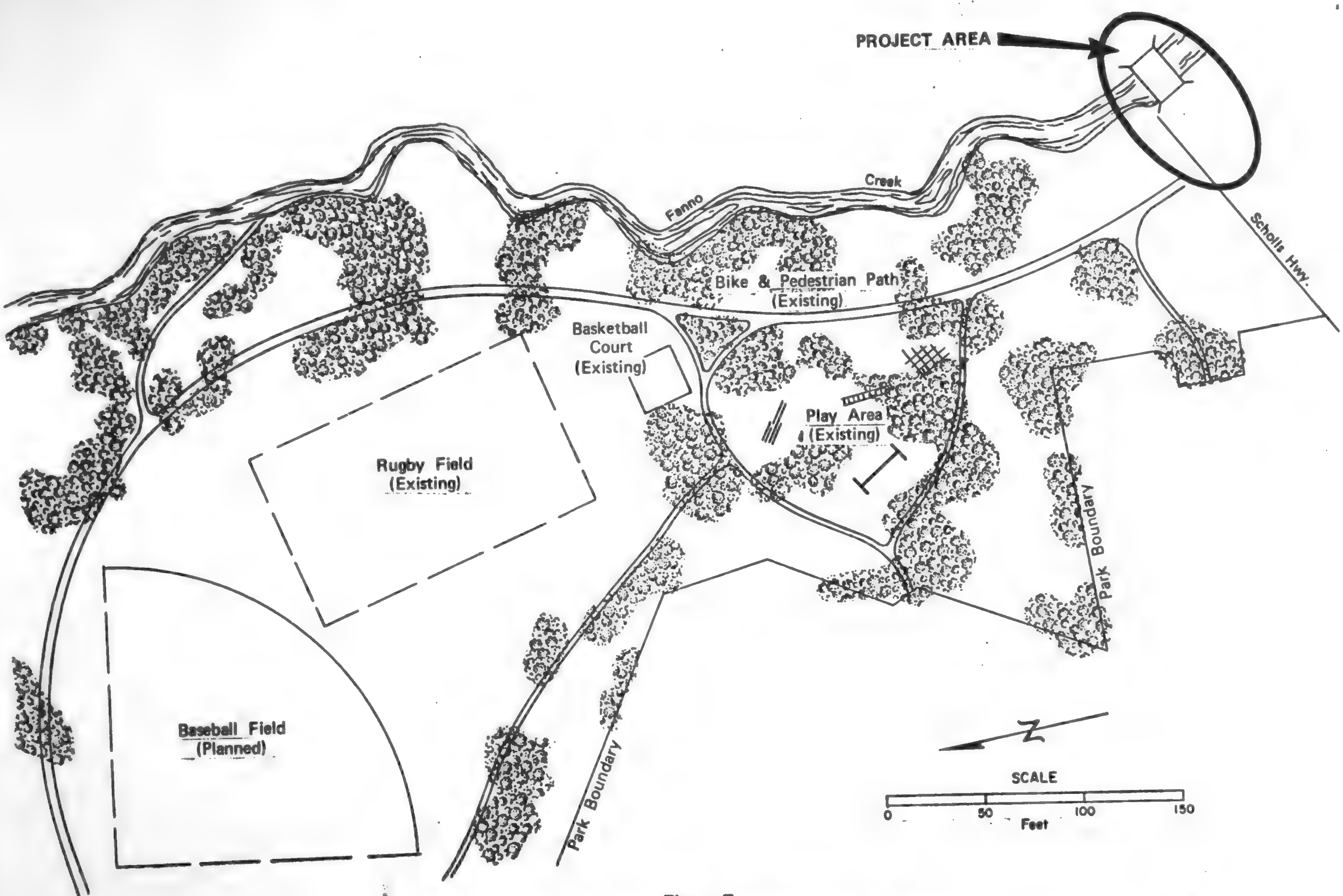

PROJECT AREA
Fanno
Creek
Scholls Hwy.
Bike & Pedestrian Path
(Existing)
Basketball
Court
(Existing)
Play Area
(Existing)
Rugby Field
(Existing)
Baseball Field
(Planned)
Park Boundary
Park Boundary
N
SCALE
0
50
100
150
Feet

Figure 7
PRELIMINARY PARK DEVELOPMENT PLAN
(For the portion of the park near the project)

scramble up the slope of the roadbed and continue along the highway shoulder or they walk across the grass to an existing park maintenance access and walk along the highway shoulder to the Springwood Drive intersection.

## Adverse Impacts on the 4(f) Property and Measures to Minimize Harm

The project would require a slope easement 20 feet wide and approximately 230 feet long from park land. The slopes would be landscaped following construction with shrubery that is attractive but discourages pedestrian use of the slopes. The slope would replace land of flatter gradient which is covered by mowed native grasses. This portion of the park receives little if any use. Its replacement by a landscaped slope would not interfere with any existing activities.

The existing pedestrian/bikeway ends north of the proposed easement. Tualatin Hills Park and Recreation District requested that connecting this facility to the roadway be explored. The City of Tigard has stipulated that a connection of their bikeway with the Greenway Park bikeway be made as a condition of the Sensitive Lands Permit. A meeting with the City of Tigard and Tualatin Hills Park and Recreation District concluded that the only feasible connection of the bikeways at this time would be a marked crosswalk at Springwood Drive. Improving the usefulness of the bikepaths by facilitating the crossing was therefore adopted as measure to minimize impacts to the park.

The crosswalk will be signed but not signalized as was proposed by the committee. Investigation of user actuated signals or flashing warning lights indicated that these methods would tend to decrease safety. The present bikeway stubs on either side of the roadway will be removed to discourage crossing at an inappropriate place. The bikeway in Greenway Park will be redirected to connect with the maintenance access road which will be relocated to the west of its present location. Letters from City of Tigard and Tualatin Hills Park and Recreation District confirming their concurrence with the proposed mitigation are contained in Appendices A and C.

Existing noise levels in the park are above federal design guidelines. At 55 feet from the centerline the measured noise level was 72 dBA. The project will cause an increase in noise levels of 4 dBA by the year 2000. Since the affected area is largely unused and has no park developments or identified activity areas except for the pedestrian/bikeway, the increased noise levels are not considered an adverse impact. Therefore, mitigation was not investitigated. Use of the bikepath would not be adversely affected because of the transitory nature of bicycling and the short distance of the bikepath affected.

### Alternatives To the Proposed Project

No Build - The No Build would lead to a steadily deteriorating traffic safety and service.

Widen to the South - This would require a 135-foot channel change of Fanno Creek. Both the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service objected to the channel change. Additionally, the city of Tigard greenway and bikepath would be encroached upon. While this land does not have park status, the use of the land is very similar to that of the portion of Greenway Park which would be enroached upon under the proposal.

Use of Retaining Wall - The project could be contained within the existing right of way by the use of a retaining wall in lieu of fill slopes. Gabion ($40,000), bin ($43,000), and concrete walls ($160,000) were investigated.

This alternative was discarded for two reasons: (1) the soil is unstable, requiring a large footing which would create unexceptable pressure on an existing high pressure gas line; and, (2) the cost was considered excessive, when weighed against the minimal encroachment into the park.

## Project Coordination

Local governmental agencies including City of Tigard and Tualatin Hills Park and Recreation District have been consulted throughout the project design and environmental study process. The Environmental Assessment (EA) was made available to the public October 30, 1980. One letter from the public was received commenting on mitigation of wetlands takings.

The EA was reviewed by the Department of Interior which commented that mitigation needed to be given more consideration, particularly with respect to the bikeway. A meeting with City of Tigard and Tualatin Hills Park and Recreation District was held December 11, 1980 to determine the appropriate mitigative measures to be included in the project design. Coordination with these agencies will continue through final design and construction.

## Conclusion

It is therefore concluded based on the description of other alternatives considered and other information as presented in this document that 1) there are not prudent and feasible alternatives to using parkland and 2) all planning to minimize adverse impacts has been accomplished by means of appropriate construction features.

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ENV 3

January 27, 1981

NOTED
E. S. HUNTER

David E. Doback
6320 S.W. Lombard, Apt. F
Beaverton, OR 97005

Dear Mr. Doback:

Your letter on the Fanno Creek Bridge (Scholls Highway) project has been received and your comments on the Fanno Creek and Allen Boulevard projects have been researched. I am sorry for the delay in responding, but it took some time to thoroughly check the situation.

We have analyzed the Fanno Creek Bridge wetlands and will deal with the impact and mitigation directly in the environmental document now being prepared. This will be done before proceeding further with the project. Your comments will be specifically addressed in the document and a copy will be sent to you.

During the final design of the Allen Boulevard project the loss of wetlands was reduced from 3.2 acres to 2.4 acres by expanding the floodwater retention capacity in the project. The 2.4 acres impacted by the project have been replaced on another Oregon State Highway Division project as promised in the Final Environmental Impact Statement. After unsuccessfully searching for suitable replacement sites in the immediate vicinity, it was decided to replace the wetlands on Sauvie's Island by constructing a dam to retain water and thereby expand existing palustrine and riverine wetlands. This action also served to mitigate wetlands impacts caused by other projects in the Portland Region. This dam is now in operation and the wetlands replacement committment for the Allen Boulevard project has been fulfilled.

Please let me know if I can provide any additional information.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

bc: E. S. Hunter
R. N. Bothman
E. L. Hardt

NOTED
E. S. HUNTER

GAP:PD:lb

9360

L

6320 S.W. Lombard, Apt. 7
Beaverton, Oregon 97005

November 16, 1980

Mr. G. A. Potter, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

NOTED
H.S. COULTER

Dear Mr. Potter:

I have read the Environmental Assessment of the Fanno Creek Bridge, Scholls Highway (Oct. 1980) and find it deficient in that "areas of environmental concern" (p. 4) does not mention wetlands or the wildlife dependent upon this habitat. It is mentioned that USFWS and ODFW objected to the "southern" alternative, but no assessment is made of the loss of wetland habitat due to the "northern" (preferred) alternative. There will obviously be some loss of wetland: THPRD forsees "benefit" from reduced surface water detention, and (p. 5) flood levels will be decreased.

I remind you that Oregon State Highway Division has promised (Allen Boulevard Interchange FHWA-OR-EIS-76-02-D, May 1976, p. 61) that "a wetland area of similar size to that removed by this project will be replaced in another Oregon State Highway Division project." To my knowledge, that promise has not yet been honored. This project continues the destruction of wetland habitat without even the courtesy of acknowledging the impact.

Please remedy this deficiency before proceeding further with the project.

Very truly yours,

David E Dobak

David E. Dobak

ENVIRONMENTAL SECTION
November 21, 1980

cc: Don Adams
Cam Gilmour
Donna Kilber
D. H. Moehring
E. S. Hunter
J. H. Versteeg

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DEC 3 -'80
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FOR
Info Inves R/D D/R Sign Act File

Attachment
cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
W.J. Hart
B.L. Gifford
REG. (M) ENGR: R.N. Bothman
DIS. (2) ENGR: W.W. Geibel

BEN GIFFORD
A-95 REPLY 5-15-79

9360

~~West~~

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80

Donald L Root

John

Jan 29 '81
~~Sept. 25, 1980~~ Bid Letting ____________ All Clear Deadline

SECTION Fanno Creek (Hall Blvd.) Br.
Highway Bvtn-Tualatin
County Washingon Region I
Type of Work Structure, Widen Funds FAI-X
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Coast~~ Noise
~~DSL~~

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☐ | ☒ | ☐ | ☐ | ☒ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

9360

VICTOR ATIYEH
GOVERNOR

*Department of Fish and Wildlife*
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

ENVIRONMENTAL SECTION
December 4, 1980

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
Ed Hardt
R. N. Bothman
Jef Kaiser
Bill Geibel
Wally Bryant
Cliff Christianson

December 2, 1980

Mr. Gary Potter
Manager, Environmental Section
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Potter:

The Oregon Department of Fish and Wildlife has reviewed the Fanno Creek Bridge Environmental Assessment. The Department's staff believes the assessment accurately describes the project and potential environmental conflicts. We commend your agency for incorporating our concerns into the selected alternative. This alternative will have minimal adverse impacts on aquatic and riparian resources associated with the site.

We have appreciated the opportunity to review and comment on this project. The cooperative attitude of you and other D.O.T. personnel is sincerely appreciated. The impact of other highway projects can also be minimized through this type of working relationship.

Sincerely,

James A. Newton
James A. Newton
Staff Biologist
Environmental Management Section

cc: Jay Massey

JAN:ek

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DEC 5'80
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FOR
Info Inves R/D D/R Sign Act File

1360

4,

STATE OF OREGON
**HIGHWAY DIVISION**

INTEROFFICE MEMO
ENV 3

DATE: November 21, 1980

TO: Don Adams
Metro

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: 4(f) and Bikeway
Fanno Creek Bridge
Scholls Highway
Washington County

During the review of the Environmental Assessment for this project, FHWA requested Heritage Conservation and Recreation Service to review the document. Their response (see attached) indicated a need to explore further mitigation of the impacts on Greenway Park. Specifically, the two areas which need to be addressed are:

1. An indication of agreement between Tualatin Hills Park and Recreation District and ODOT on the most desirable treatment of the fill slope - a steep, landscaped, slope with minimal intursion on the park, or a flattened slope which blends into the park, but involves more intrusion.

2. An explanation of how bikeway plans and needs will be accommodated by the project. Specifically, will the bikepath in Greenway Park be extended and connected with the highway shoulder - if so, where and if not, why not. Also, is the possible connection of the Greenway Park bicycle path with the Tigard bikepath still viable? It is my understanding that Sensitive Lands Permit will not be issued by the City of Tigard until this question is resolved.

   An update, or preferrably a resolution of these issues is necessary before the FONSI can be approved. Documentation of Coordination with the City of Tigard and the Tualatin Hills Park and Recreation District regarding this matter is also necessary.

Since the project is already running late a quick reply would be appreciated. Donna Kilber, who is serving as Project Manager, should be contacted for any further information you may need.

GAP:CG:ct

Attachment

cc: R. N. Bothman
E. S. Hunter

9360 Form FHWA 121 (1/80) L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

**Subject:** Oregon Project TQM-9237(7)
Fanno Creek Bridge
Scholls Highway
Washington County

**Date:** November 5, 1980

**From:** G. L. Green, Division Administrator

**Reply to Attn. of:** HPD.2-OR

**To:** Mr. G. A. Potter, Manager, Environmental Section, OSHD

Our August 13, 1980, letter returned the project category request for a reclassification.

NOTED
E. S. HUNTER

Due to an oversight we have found that your submission of a revised request was not forwarded until October 28, 1980.

The project was developed as a Category 2 classification and we concur in that categorization.

Original Signed ~~By~~
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

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9360 10-28 L.

# FANNO CREEK BRIDGE
# SCHOLLS HIGHWAY
# WASHINGTON COUNTY

## ENVIRONMENTAL ASSESSMENT

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
AND
OREGON DEPARTMENT OF TRANSPORTATION

10-24-80
DATE

E S Hunter
ASSISTANT STATE HIGHWAY ENGINEER

10-28-80
DATE

E H Valach
FEDERAL HIGHWAY ADMINISTRATION OFFICIAL

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## Description of Proposed Action

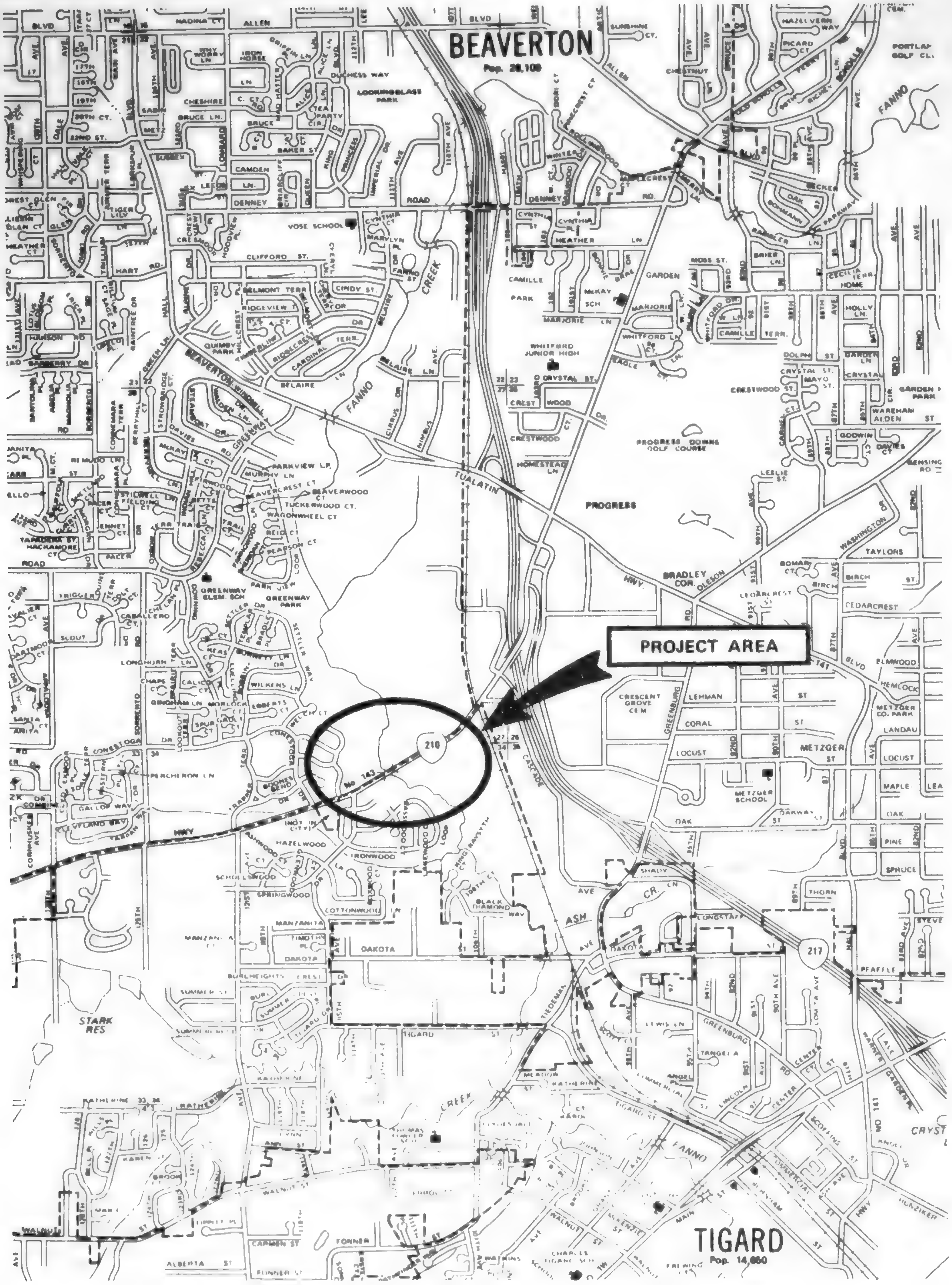
The proposed project is a bridge replacement of the Fanno Creek Bridge on Scholls Highway (M.P. 8.7) in Washington County, Oregon. See Figure 1. The structure would be approximately 68 feet wide with four travel lanes, a variable median, and 6-foot bikepaths on each side. Scholls Highway consists of 4 lanes east of the bridge and 2 lanes west of the bridge. Therefore, the two westbound lanes will taper to one lane across the bridge with the other travel lane striped as a median which tapers to a left turn bay at Springwood Drive. In this manner, four-lane capacity on the bridge is preserved for the future widening of Scholls Highway west of the bridge. In addition to the bikepaths, 5-foot sidewalks will be provided east of the bridge. Overall length of the project is 900 feet. See Figures 2, 3 and 4.

Additional right of way will be required east of Fanno Creek. This will be acquired through deeded dedication. Permanent easements to accommodate fill slopes will be purchased from a private owner (.10 acre) and from Greenway Park (.11 acre), owned by Tualatin Hills Park and Recreation District. Estimated cost of the proposal is $235,000.

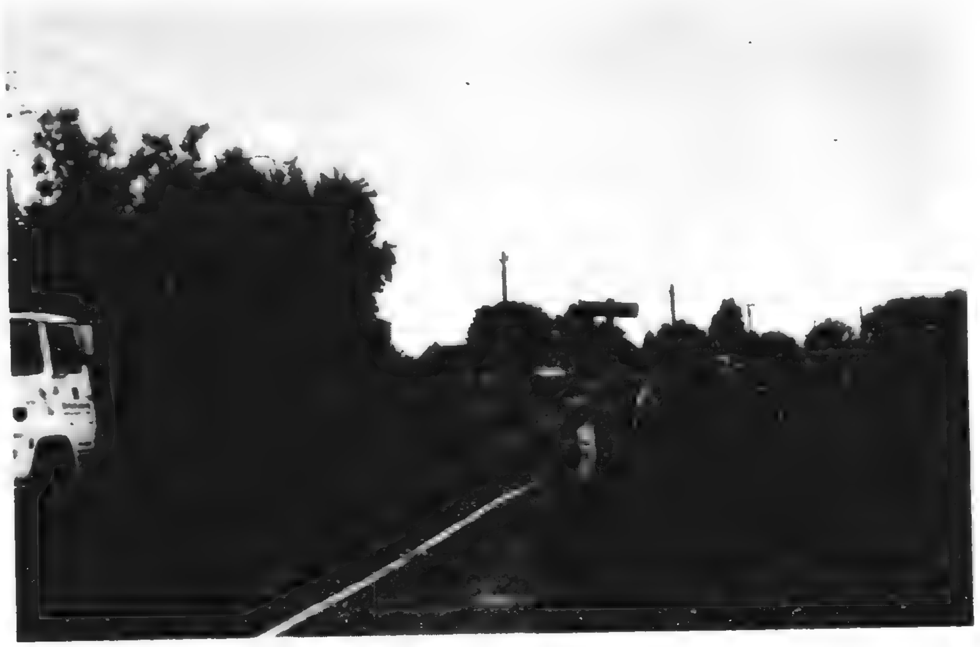
## Need

The purpose of the project is to provide sufficient capacity for existing and future traffic and to replace a deteriorating structure.

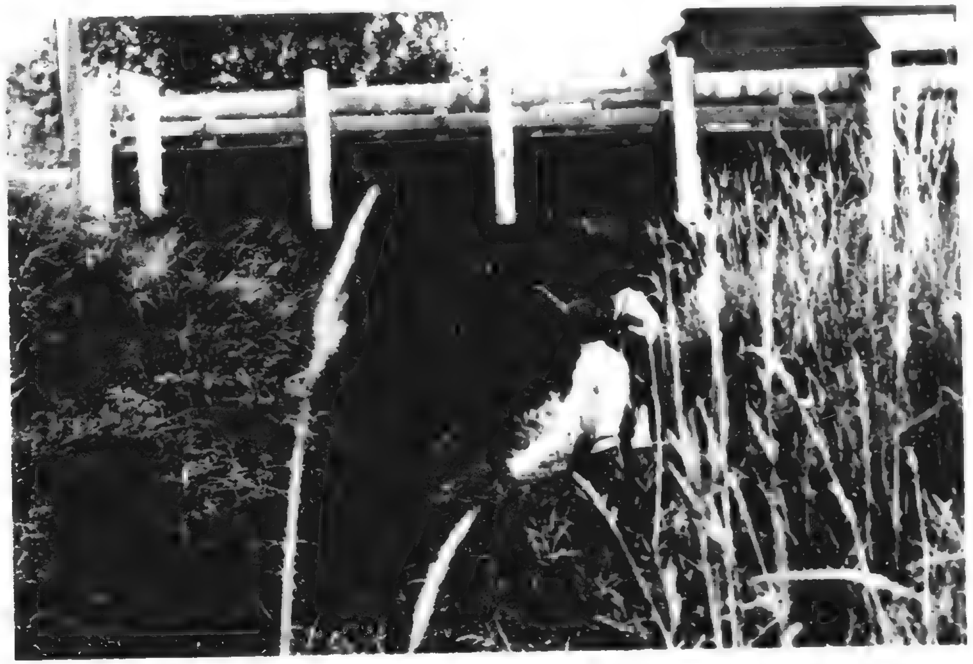
## Figure 1
## PROJECT LOCATION MAP



BEAVERTON
Pop. 28,100
PROJECT AREA
210
No. 143
HWY
217
TIGARD
Pop. 14,650
ALLEN BLVD
DENNEY ROAD
LOOKINGGLASS PARK
VOSE SCHOOL
McKAY SCH
CAMILLE PARK
WHITFORD JUNIOR HIGH
PROGRESS DOWNS GOLF COURSE
PROGRESS
BEAVERTON-HILLSDALE
TUALATIN
FANNO CREEK
GREENWAY ELEM. SCH
GREENWAY PARK
BRADLEY COR.
CRESCENT GROVE CEM
METZGER
METZGER SCHOOL
METZGER CO. PARK
GREENBURG
CASCADE
ASH
SCHOLLS FERRY
HALL BLVD
WASHINGTON
CEDARCREST
LOCUST
OAK
PINE
SPRUCE
DAKOTA
TIGARD ST
TIEDEMAN
CREEK
STARK RES
FANNO
MAIN ST
COMMERCIAL
BURNHAM
WALNUT
ALBERTA ST
CARMEN ST
CONESTOGA DR
HAZELWOOD
SCHOLLSWOOD
SPRINGWOOD
COTTONWOOD
BLACK DIAMOND WAY
MANZANITA
SUMMER ST
RATHERINE
CRESTWOOD
HOMESTEAD LN
GARDEN PARK
TAYLORS
BIRCH
ELMWOOD
HEMLOCK
LANDAU
MAPLE
THORN
PFAFFLE
CENTER



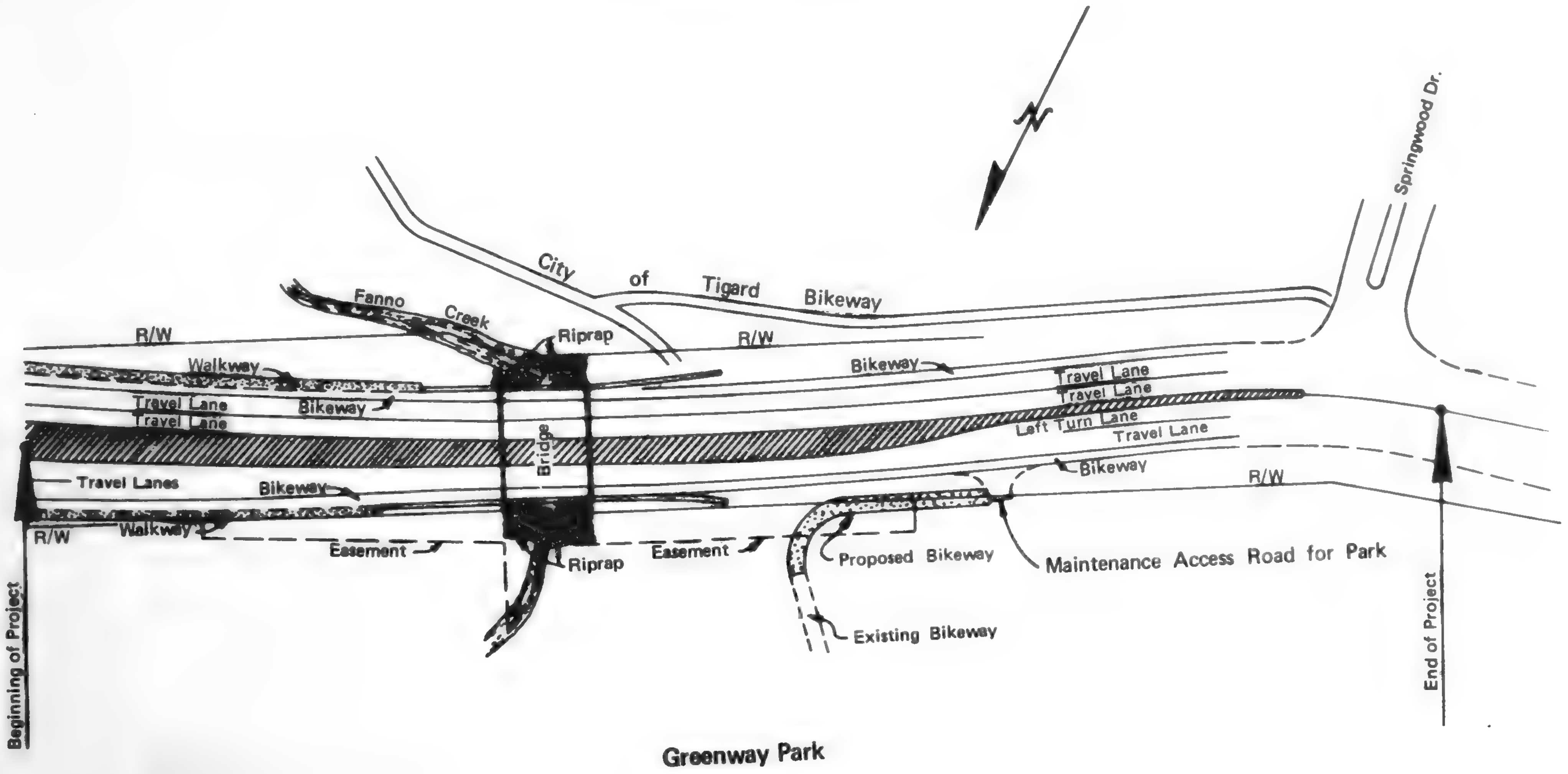
View 1 - Fanno Creek Bridge looking west on Scholls Highway.

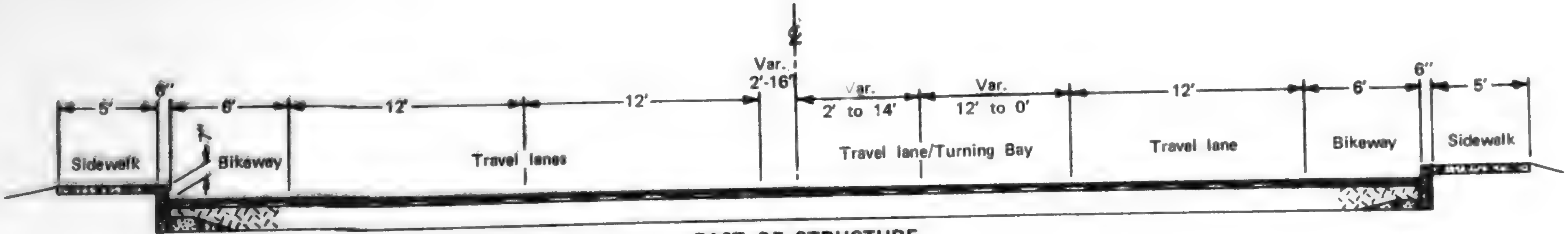


View 2 - Fanno Creek Bridge from Greenway Park looking south.

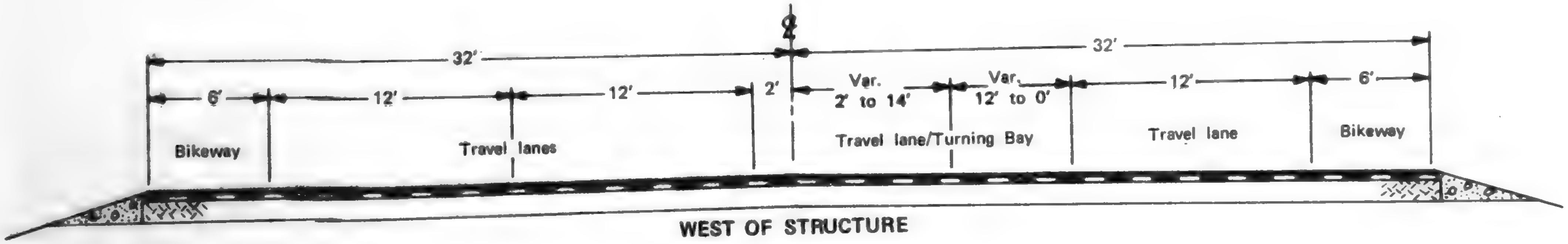
Figure 2 - EXISTING BRIDGE

## Figure 3
## PROPOSED PROJECT

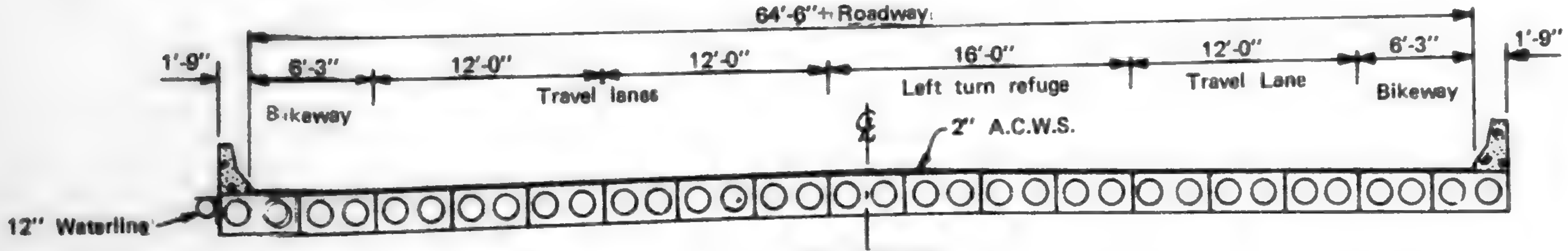

Springwood Dr.
City of Tigard Bikeway
Fanno Creek
R/W
R/W
Riprap
Walkway
Travel Lane
Travel Lane
Bikeway
Bikeway
Travel Lane
Travel Lane
Left Turn Lane
Travel Lane
Bridge
Travel Lanes
Bikeway
Bikeway
R/W
Walkway
R/W
Easement
Riprap
Easement
Proposed Bikeway
Maintenance Access Road for Park
Existing Bikeway
Beginning of Project
End of Project
Greenway Park


5'
6"
6'
12'
12'
Var.
2'-16'
℄
Var.
2' to 14'
Var.
12' to 0'
12'
6'
6"
5'
Sidewalk
Bikeway
Travel lanes
Travel lane/Turning Bay
Travel lane
Bikeway
Sidewalk

EAST OF STRUCTURE


℄
32'
32'
6'
12'
12'
2'
Var.
2' to 14'
Var.
12' to 0'
12'
6'
Bikeway
Travel lanes
Travel lane/Turning Bay
Travel lane
Bikeway

WEST OF STRUCTURE


64'-6"+ Roadway
1'-9"
6'-3"
12'-0"
12'-0"
16'-0"
12'-0"
6'-3"
1'-9"
Bikeway
Travel lanes
Left turn refuge
Travel Lane
Bikeway
℄
2" A.C.W.S.
12" Waterline

STRUCTURE

Figure 4 - TYPICAL SECTIONS

The project area is experiencing very rapid residential and commercial growth with its accompanying growth in traffic. The existing average daily traffic (ADT) is 13,000 with 22,000 projected by the year 2000. This growth will require four lanes from Highway 217 to 121st Avenue before 2000 for safe and efficient traffic operations. Between Highway 217 and the bridge, Scholls Highway is currently being widened from two to four travel lanes. This is being accomplished by a private development company through the "half-street improvement" requirement for large development building permits. A 400,000 square foot industrial park - Koll Business Center - is under construction just east of the project.

The existing 2-lane bridge is 26 feet wide. It is a wood structure that has been widened in the past with I beams supporting a wooden deck. The deck is starting to deteriorate and is causing minor pothole problems on the surface. A left turn refuge to the west of the bridge serves Springwood Drive and tapers sharply to the structure.

## Alternatives Considered

In addition to the alternative described above, two build alternatives and the No Build alternative were considered.

One alternative proposed to widen the bridge toward the south, requiring a 135-foot channel change of Fanno Creek. Both the U.S. Fish and Wildlife Service and the Oregon Department of

Fish and Wildlife objected to the channel change and the accompanying loss of riparian vegetation. This alternative was therefore abandoned.

The proposed alternative widens toward the north and in so doing requires a permanent slope easement, 20 feet wide and 230 feet long, on public recreation lands. An alternative featuring a retaining wall in place of the fill slope, in order to stay within the existing right of way, was examined. Three types of walls were considered: bin, gabion, and reinforced concrete. The additional cost of construction would range from $40,000 for the gabion wall to $160,000 for the concrete wall.

This alternative was abandoned for two reasons: (1) the soil is unstable requiring a large footing which would create unexceptable pressure on an existing high pressure gas line; and (2) the cost was considered excessive when weighed against the minimal impacts of encroachment into the park.

The No Build alternative would lead to steadily deteriorating traffic safety and service.

## Impacts

### Existing Setting

The project is located in a rapidly developing suburban area southwest of the city of Portland. The boundary between the city limits of Beaverton and Tigard lies on the centerline of Scholls Highway, so that the project is within each city's jurisdiction. Scholls Highway crosses Fanno Creek at the bridge.

The land between Fanno Creek and Highway 217 is zoned light industrial. A large business center - Koll Business Center - is presently under construction at this time in the area southeast of the project. West of Fanno Creek most of the land is zoned residential - both single and multi-family - with some pockets of commercial.

Building within the 100 year floodplain of Fanno Creek is strictly limited. As a result, land on the west side of Fanno Creek, within the floodplain and south of the bridge, has been dedicated to the city of Tigard, and to the Tualatin Hill Park and Recreation District, north of the bridge. Land in the floodplain east of the creek remains in private ownership.

## Areas of Environmental Concern

The project and project area were examined from varying perspectives--traffic, right of way, land use, recreation, biology, hydrology, water quality, noise and air quality--to determine what impacts will result from implementation. The only areas within which noticeable impacts will occur are noise, water quality and recreation. This conclusion was reached based on examination of studies and plans for the area and field examination.

Land use changes occurring in the area are in accordance with adopted comprehensive plans. The project will not affect current or planned growth. Because the land use plans are adopted but not yet acknowledged by Land Conservation and Development Commission (LCDC), a review of the project's consistency with LCDC Goals and Guidelines was made as required. The project was found to be consistent with all goals except Goal 6, because of increased noise levels, and Goal 8, because of a very minor encroachment on public lands. (See 4(f) evaluation.)

A hydrology study determined that there would be no increase in the high water flood level down stream of the bridge while the flood level up stream will be decreased a minor amount. The project will require excavation of the channel under the bridge and placement of riprap on the embankments and in the channel. Riprap will extend approximately 15 feet up and down stream of the bridge. Riparian vegetation consisting of a small amount of stream side grasses and approximately 3 large trees will be removed. The following mitigation measures will be used to insure minimal erosion and stream sedimentation:

(1) Stream banks which have been cleared will be revegetated with shrubs and trees. Trees will be replaced in kind where possible.

(2) In water, work will be restricted to July 1 to September 30.

(3) River run gravels will be placed in the stream channel 25 feet upstream and downstream of the new bridge.

(4) Temporary erosion control measures will be utilized at the removal site to divert sediments away from the streamway. The measures may include use of sedimentation ponds, temporary berms, and hay bales.

Traffic impacts of the project are beneficial. The project will not affect traffic growth in the area but choice of the No Build alternative would lead to severe congestion at the bridge.

The additional right of way required involves undeveloped land and will be a deeded dedication from the private owner in order to fulfill the half street improvement provisions required when seeking a building permit for a large development. Two permanent slope easements will be purchased: one from private land and one from public recreation land as is discussed later in this document.

Air quality is consistent with the State Implementation Plan. See Appendix B for a summary of pollutants. Additionally, no prime or unique farmlands, wetlands, threatened or endangered species, or cultural resources are impacted. There are no significant negative impacts nor longitudinal encroachment on the floodplain.

Noise levels in the project area are above federal design guidelines and will increase by the year 2000. Greenway Park and nine units of two apartment buildings southwest of the proposed bridge will be impacted. Existing noise levels at the right of way line are $L_{eq}$72 dBA, 5 dBA above federal guidelines of $L_{eq}$67 dBA for residential and recreational areas. Projected levels for the year 2000 would be $L_{eq}$71 dBA for the No Build and $L_{eq}$75 dBA for the Build Alternative.

Noise barriers were evaluated to mitigate the two apartment buildings south of the project area. Noise barriers were not recommended for the following reasons:

(1) An earth berm or a berm-wall combination was not judged feasible because the existing right-of-way is not adequate for construction. If additional right-of-way were purchased the adjacent pedestrian path and landscaping would have to be reconstructed.

(2) The cost of both the concrete and wood walls was judged to outweigh the benefits of the noise reduction offered.

(3) The concrete and wood barriers would only offer partial mitigation to the first floor apartments. Federal interior design noise levels would still be exceeded at the second floor apartments. A longer, more effective barrier could not be constructed because of Springwood Drive access to the west and access to the A.C. walkway to the east.

(4) The residents of the apartments now enjoy a scenic view northward of Fanno Creek and Greenway Park. The view would be lost if a barrier were constructed.

Noise barriers for Greenway Park were not investigated because any type of effective noise barrier would block access to the bicycle path.

Recreation impacts involve a minor encroachment on Greenway Park (discussed in the 4(f) evaluation) and consideration of a bikeway connection between Greenway Park and the city of Tigard bikepath. The city of Tigard owns land adjacent to and west of Fanno Creek which is designated as greenway. Much of it is in the 100 year floodplain and has been dedicated to Tigard by adjacent land owners. Although it is not considered a park, a pedestrian/bikeway runs the length of it. The city plans to eventually have a continuous greenway along Fanno Creek with a pedestrian/bikeway throughout. The bikeway presently has one stub ending near the base of the bridge and a continuation of the path along Scholls Highway to its intersection with Springwood Drive. On the other side of the roadway, a pedestrian/bikeway which runs the length of Greenway Park, ends just opposite the Tigard pathway. At present, there is no convenient way to get from one path to the other. The most likely manner of crossing from Greenway Park is to cross the park grass, enter the highway shoulder at a park maintenance access driveway, walk along the shoulder of the highway to the Springwood Drive intersection and cross to the entrance of the bikeway on the southside of the highway.

The city of Tigard has stipulated as a condition to be met for the Sensitive Lands Permit,* that a direct connection be made between the two bikeways. Tualatin Hills Park and Recreation District has also expressed a desire that the connection be made. A suggested method of achieving this connection, placement of a box culvert under the roadway, was found infeasible because of high water levels, and insufficient grade differential between the roadway and the bikeways. At this writing, the problem has not been resolved. The project as proposed includes a connection from the end of the bikepath in Greenway Park to the maintenance access but does not suggest any improvement to the bikepath on the Tigard greenway.

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*The Sensitive Lands Permit is required when building within a 100-year floodplain.

## Section 4(f) Evaluation

Project Description - The proposed project is a bridge replacement. The existing bridge has 2 lanes while the proposed bridge would have 4 lanes. The project will be largely contained within existing or dedicated right of way. However, a permanent slope easement will be required from Greenway Park for the slopes of the bridge approach. A strip 20 feet wide and approximately 230 feet long (.11 acre) will be required for the easement. (For further information see Description of Proposed Action and Need.)

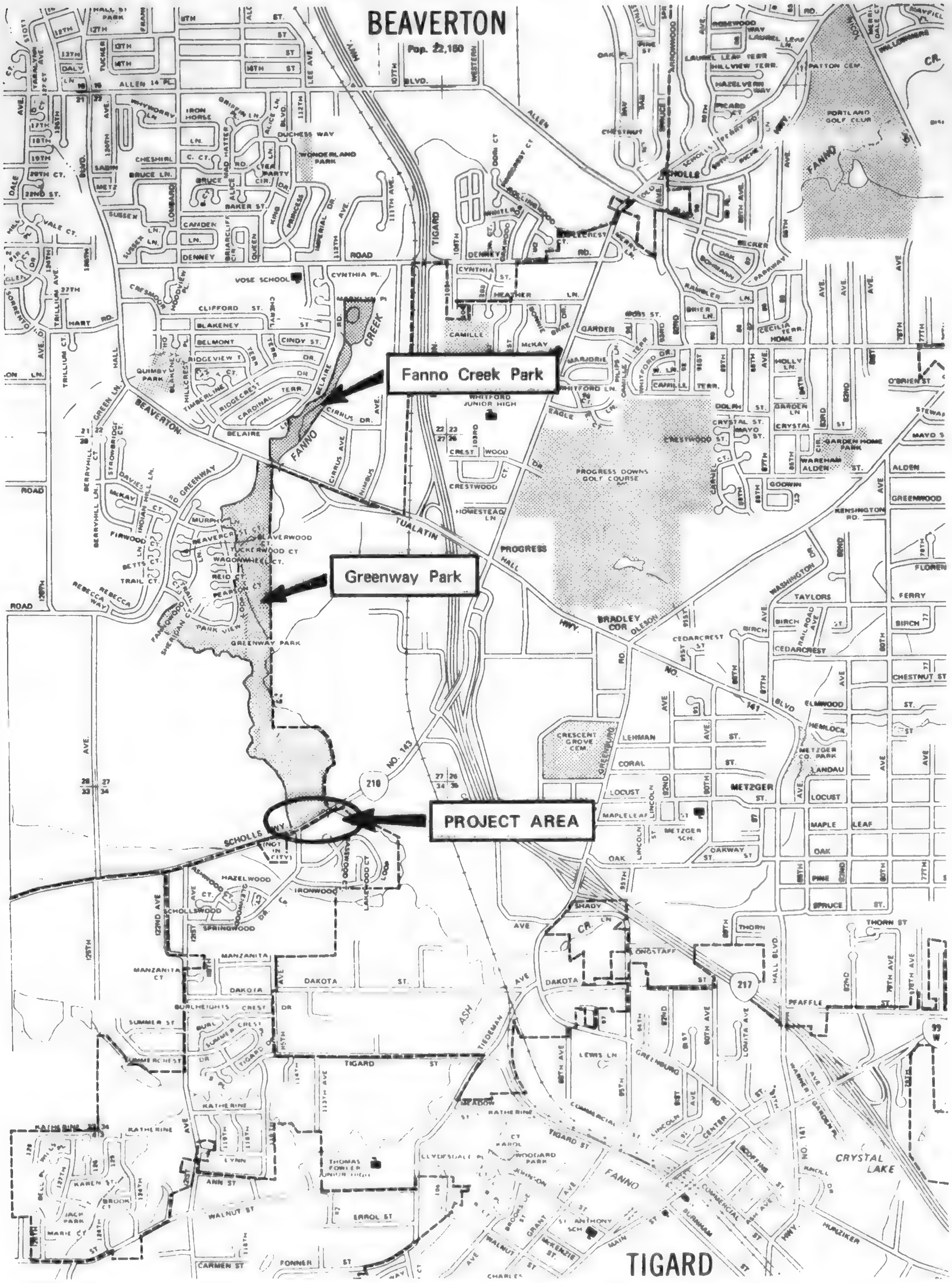
Description of Park - Greenway Park is one of 90 parks operated by the Tualatin Hills Park and Recreation District (THPRD). It lies adjacent to Fanno Creek between Scholls Highway and Hall Boulevard about a half mile to the north. A similar park - Fanno Creek Park-adjoins Greenway Park at Hall Boulevard and extends north. The two parks together are 60 acres in size of which Greenway Park is the larger portion. The land was acquired by deeded dedication and the deed contains no reversion clause. See Figures 5 and 6.

The THPRD classifies Greenway Park as greenway, neighborhood park, and community park. These classifications are defined as follows:

Greenway

Natural or man made drainage areas or other lengths of land with a value to preserve. They may be accompanied by pathways and picnic areas.

Figure 5
PARK LOCATION MAP

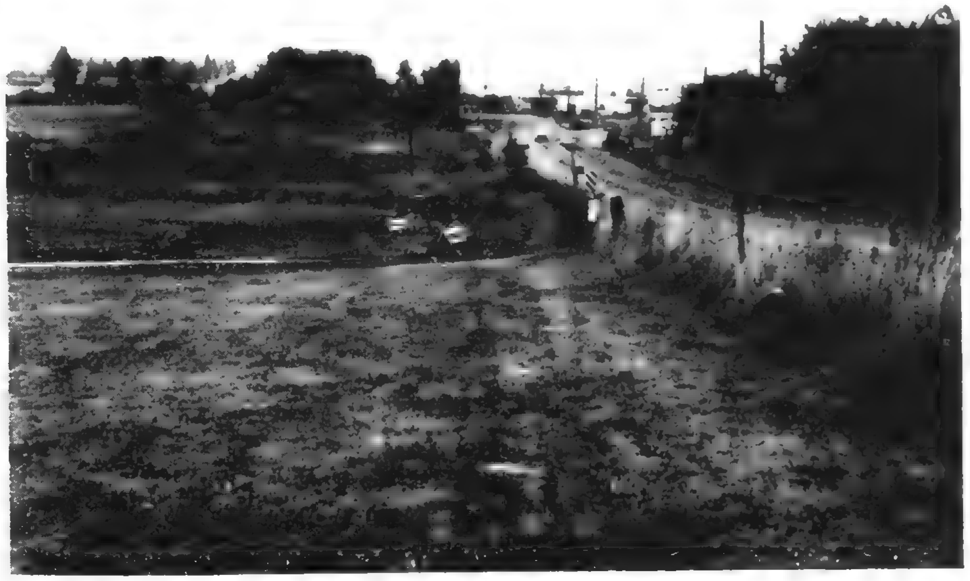

BEAVERTON
Pop. 22,150
Fanno Creek Park
Greenway Park
PROJECT AREA
TIGARD
FANNO CREEK
GREENWAY PARK
WHITFORD JUNIOR HIGH
PROGRESS DOWNS GOLF COURSE
PORTLAND GOLF CLUB
PATTON CEM.
CRESCENT GROVE CEM.
METZGER CO. PARK
GARDEN HOME PARK
WONDERLAND PARK
QUIMBY PARK
VOSE SCHOOL
METZGER SCH.
THOMAS FOWLER JUNIOR HIGH
JACK PARK
WOODARD PARK
ST. ANTHONY SCH.
SCHOLLS FERRY
NO. 143
210
217
99W
NO. 141
TUALATIN VALLEY HWY.
HALL BLVD.
CRYSTAL LAKE
METZGER
(NOT IN CITY)

GREENWAY
PARK

View 1 - A runner can be seen at the end of the pedestrian/bikeway.

View 2 - Greenway Park enjoys steady use. Play equipment can be seen in the background.

View 3 - Greenway Park looking north from Scholls Highway.



View 4 - Area impacted by fill slopes.

Figure 6 - GREENWAY PARK

Neighborhood Park

By nature of its purpose, the Neighborhood Park provides a basic recreational opportunity to the residents of a relatively small area. Facilities may include: picnic tables, play fields, playground equipment, park benches, basketball courts, tennis courts, and volleyball courts.

Community Park

The Community Park provides a more complete urban recreational opportunity than does the Neighborhood Park and is designed to serve many neighborhoods. Facilities may include: athletic fields, tennis courts, swim pools, group picnic areas, and spectator bleachers.

The facilities have been developed at Greenway Park in a manner to meet the needs of all three classifications. Much of the park is within the 100 year floodplain and the park frequently floods in winter. The wetlands generated by flooding have been left in their natural state. Much of the vegetation is natural although some trees and shrubs have been planted and the grasses are mowed.

A pedestrian/bikeway runs the length of the park. The park has areas of play equipment and play "pads" which include basketball hoops for practice. These facilities meet the neighborhood needs while a regulation size rugby field meets community park needs. There are covered activity areas for picnics and organized activities such as crafts classes. Though official use statistics are not available, field observation indicates that all facilities enjoy steady use.

Except for the pedestrian/bikeway, all of the developed facilities are more than 150 yards from the roadway. The area near the project, and that which would be encroached upon, is mowed native grasses. No formal activities take place in this area except what occurs on the bikeway. The area could be used for informal play but its existing highway exposure and lack of privacy make the area uninviting for even these activities. No park facilities are planned for this area. See Figure 7.

The pedestrian/bikeway does receive frequent use. The asphalt pathway ends abruptly near the present highway right of way, but short of the area to be covered by fill. Users either scramble up the slope of the roadbed and continue along the highway shoulder or they walk across the grass to an existing park maintenance access and walk along the highway shoulder to the Springwood Drive intersection.

## Impacts of the Project on 4(f) Lands

The project would require a slope easement 20 feet wide and approximately 230 feet long from park land. The slopes would be landscaped following construction. The slope would replace land of flatter gradient which is covered by mowed native grasses. This portion of the park receives little if any use. Its replacement by a landscaped slope would not interfere with any existing activities.

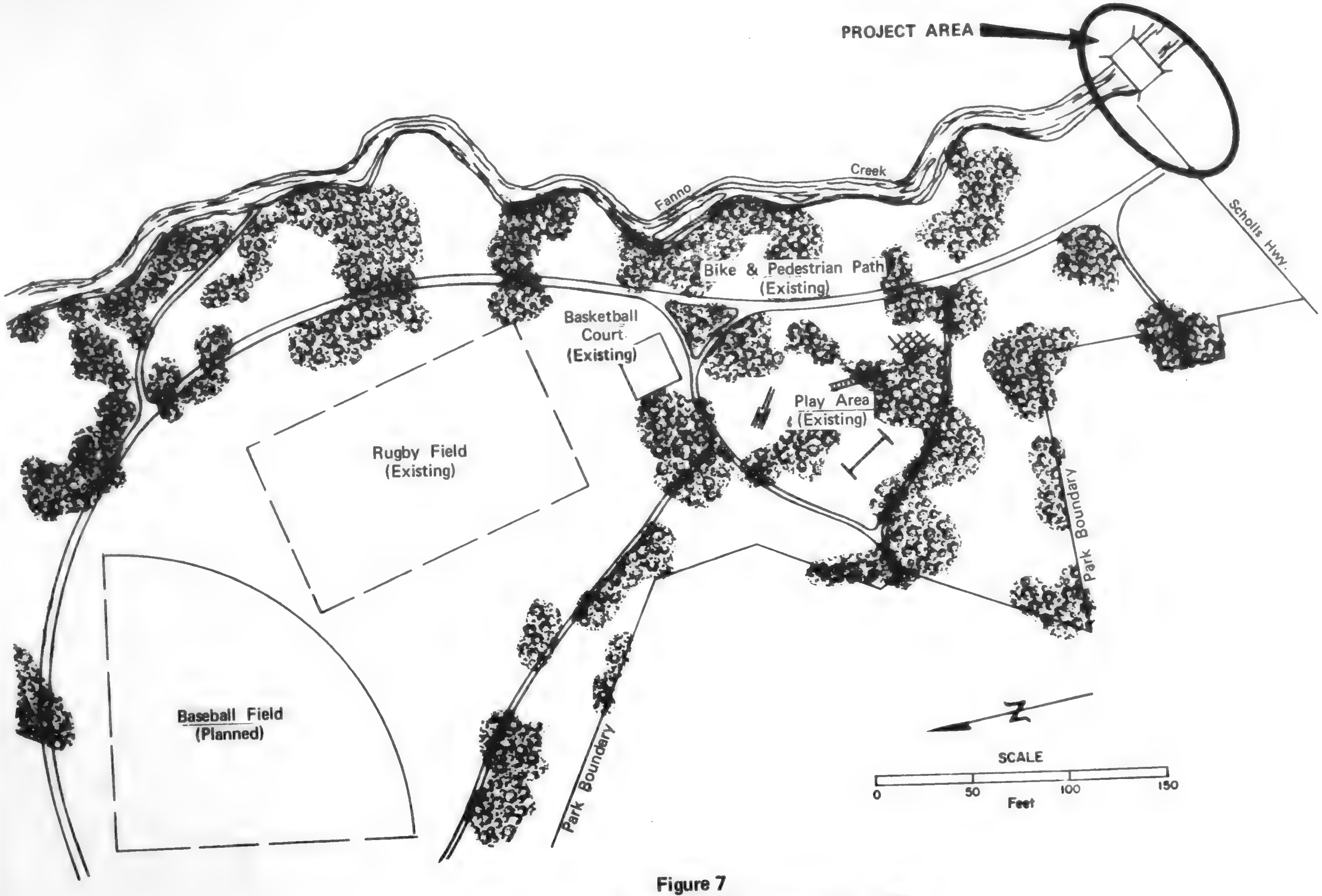

PROJECT AREA
Fanno
Creek
Scholls Hwy.
Bike & Pedestrian Path
(Existing)
Basketball
Court
(Existing)
Play Area
(Existing)
Rugby Field
(Existing)
Baseball Field
(Planned)
Park Boundary
Park Boundary
N
SCALE
0
50
100
150
Feet

Figure 7

PRELIMINARY PARK DEVELOPMENT PLAN
(For the portion of the park near the project)

The existing pedestrian/bikeway ends north of the proposed easement. Tualatin Hills Park and Recreation District has requested that connecting this facility to the roadway be explored. ODOT has proposed making a connection between the bikeway and the park maintenance access. The city of Tigard has stipulated that an undercrossing of the highway connecting their bikeway with the Greenway Park bikeway be made as a condition of the Sensitive Lands Permit. The Department of Transportation has found the undercrossing concept to be infeasible. The matter is unresolved as of this writing.

Existing noise levels in the park are above federal design guidelines. At 55 feet from the centerline the measured noise level was 72 dBA. The project will cause an increase in noise levels of 4 dBA by the year 2000. Since the impacted area is largely unused and has no park developments except for the pedestrian/bikeway, therefore, the increased noise levels are considered an insignificant impact. Mitigation measures were explored - including a wall and a noise berm - but the usefulness of these measures is outweighed by impacts of the increased right of way required by a berm and the fact that it would block bicycles access to the roadway.

## Alternatives Considered

No Build - The No Build would lead to a steadily deteriorating traffic safety and service.

Widen to the South - This would require a 135-foot channel change of Fanno Creek. Both the Oregon Department of

Fish and Wildlife and the U.S. Fish and Wildlife Service objected to the channel change. Additionally the city of Tigard greenway and bikepath would be encroached upon. While this land does not have park status, the use of the land is very similar to that of the portion of Greenway Park which would be impacted under the proposal.

Use of Retaining Wall - The project could be contained within the existing right of way by the use of a retaining wall in lieu of fill slopes. Gabion ($40,000), bin ($43,000), and concrete walls ($160,000) were investigated.

This alternative was discarded for two reasons: (1) the soil is unstable requiring a large footing which would create unexceptable pressure on an existing high pressure gas line; and (2) the cost was considered excessive, when weighed against the minimal impacts of encroachment into the park.

## Comments and Coordination

An A-95 review was initiated at the beginning of the project planning process. The Oregon Department Fish and Wildlife responded with objections to a proposed channel change. Subsequent meetings with that agency and the U.S. Fish and Wildlife Service lead to a change in project design.

The city of Tigard requires a Sensitive Lands Permit for construction within the 100 year floodplain. Discussion between the City of Tigard and ODOT continues regarding conditions stipulated in the permit.

Several contacts have been made with Tualatin Hills Park and Recreation District regarding use of park lands. THPRD has voiced no objections to the project. A letter stating their position is contained in Appendix A.

# Appendix A - Letter from Tualatin Hills Park and Recreation District

TUALATIN
HILLS
PARK &
RECREATION
DISTRICT ADMINISTRATION OFFICE
15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433

PARKS & PLANNING DIVISION
**Richard Watenpaugh**
Director

**BOARD OF DIRECTORS**
James E. Barnard
Eldon R. Foster
Babette Horenstein
Folkert K. Menger
Carole O. Shick

**Howard M. Terpenning**
General Manager

July 15, 1980

Thomas S. Loeber
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Scholls Ferry Road Bridge Improvement

Dear Mr. Loeber:

After reviewing the preliminary site maps and the planned slope easement you have provided for us, the Tualatin Hills Park and Recreation District has no conflict with your proposed bridge improvements. It is our hope that the additional creek base improvements will actually help to alleviate drainage problems which currently cause surface water retention on our property (Greenway Park).

The improvements pose no foreseeable problems to the Park District and it is our desire that the alternations will actually improve the Park property adjacent to the creek. We can not identify any negative impact on the recreational potential of the site or foresee any alternations of the recreation experience sought by Park visitors.

continued...

Please go ahead with the necessary steps to complete this 20' x 120' (approximate) easement. If you have any further questions, or learn of any information regarding this matter that would be of interest to us, please contact me at 645-6433.

Respectfully,
Jean P. Keating
Jean P. Keating
Planning Coordinator

JPK/ds

# Appendix B - Air Quality Data

# TABLE 1

FANNO CREEK BRIDGE
SCHOLLS HIGHWAY

TOTAL EMISSIONS SUMMARY
ALL FACILITIES

| PROJECT ALTERNATIVES | STUDY YEAR | CARBON MONOXIDE | | HYDROCARBONS | | NITROGEN OXIDES | |
|---|---|---|---|---|---|---|---|
| | | TONS/YR | PERCENT | TONS/YR | PERCENT | TONS/YR | PERCENT |
| NO BUILD ALTERNATIV | 1980 | 7.27 | 100.0 | 0.79 | 100.0 | 0.84 | 100.0 |
| | 1982 | 6.56 | 90.3 | 0.65 | 82.4 | 0.81 | 95.7 |
| | 1983 | 6.55 | 90.2 | 0.66 | 83.5 | 0.79 | 94.1 |
| | 1987 | 4.86 | 66.8 | 0.46 | 58.7 | 0.70 | 83.4 |
| | 2000 | 4.86 | 66.8 | 0.47 | 59.5 | 0.77 | 92.0 |
| BUILD ALTERNATIVE | 1980 | 7.27 | 100.0 | 0.79 | 100.0 | 0.84 | 100.0 |
| | 1982 | 6.45 | 88.8 | 0.64 | 81.0 | 0.82 | 97.7 |
| | 1983 | 6.43 | 88.4 | 0.64 | 81.5 | 0.81 | 96.2 |
| | 1987 | 4.71 | 64.7 | 0.45 | 56.4 | 0.72 | 86.0 |
| | 2000 | 4.39 | 60.4 | 0.41 | 52.2 | 0.82 | 97.8 |

PERCENT SHOWS EACH POLLUTANT RELATIVE TO THE FOLLOWING
ALTERNATIVE AND YEAR NO BUILD ALTERNATIVE 1980

TABLE 2

Predicted CO Concentrations[1], mg/m[3]

| Alternative | 1980 | 1982 | 2000 |
|---|---|---|---|
| No-Build | 5.7[2] | 5.1 | 4.9 |
| Build | 5.7 | 4.9 | 3.4 |

1) Predicted nomographic 8-hr. average CO levels at edge of roadway.

2) No background CO has been added.

9360 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project TQM-9234(-)
Fanno Creek Bridge (Your DES 23)
Scholls Hwy. (Bridge No. 4973A)
Washington County

Date: October 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's August 25, 1980, plan submittal of the Fanno Creek Bridge (No. 4973A). We find the proposal acceptable. You may proceed with the next phase of project development. Please note if the cost ($235,000) represents only bridge construction, it appears a little high.

For G. L. Green

RECEIVED
STATE HWY ENG
OCT 17 '80
REFER TO
[illegible]
FOR
Info ☒ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

cc Mahoney
Hart

9360

2

October 2, 1980

COM 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2, 1979 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of July 1980 through September 1980 are the following:

Portland

1) I-5 North Corridor Rideshare Project
2) SE 17th Ave.-SE 28th Ave. (Portland) Sec.
3) Fanno Creek Bridge Sec.
4) Cedar Hills Blvd. Intchge.-Sylvan Intchge. Sec.
5) N. City Limits-N. Oswego Ave. (Portland) Sec.
6) Beaverton/Tigard Highway Interchange
7) W. City Limits-NW Kittridge Ave. (Portland) Sec.
8) Banfield Transitway Project
9) Tri-Met Rideshare Project
10) SW Barbur Blvd.-SW Taylors Ferry Rd. Sec.

Note: There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG: jv

bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9360

143

ROAD DESIGN SECTION DES 16-1

September 22, 1980

Tony George, Engineering Coordinator
Environmental Section

A. D. Olson
Preliminary Design Engineer

Sound Wall Cost Estimate
and Feasibility Determination
Fanno Creek Bridge
Scholls Highway
Washington County
Prefix 134-1474-907

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 22 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

The most feasible type of sound barrier for this project would be a wood or concrete wall. The existing right-of-way is not adequate for construction of a berm or wall/berm combination. A wall can be constructed without reconstructing the adjacent pedestrian path and landscaping.

Concrete walls can be constructed with concrete block or precast concrete panels; both walls cost approximately the same to construct.

Concrete wall costs vary from $155 per lineal foot for a 9-foot high wall to $260 per lineal foot for a 16-foot high wall. Wood walls vary from $80 per lineal foot for a 9-foot high wall to $135 per lineal foot for a 16-foot high wall. Wood walls constructed with vertical lines cost $10 more per lineal foot than wood walls with horizontal lines.

Wood walls have a lower initial construction cost; however, the concrete wall requires a minimum of maintenance and has a useful life of fifty years plus. A wood wall is a high maintenance wall and has a maximum expected life of twenty years. This should be considered in any comparison of cost.

A 390-foot long wall between Stations "L" 48+50 and 52+40 Lt. would need to be 9 to 16 feet high in order to obtain a two-foot minimum break in the line of sight. This wall could be constructed at the existing right-of-way as proposed; however, the west end of the wall would be approximately 5 feet outside the edge of pavement and a section of this wall would cross a drainage ditch.

Obtaining additional right-of-way that would taper from 10 feet at the west end of the wall to the existing right-of-way at the east end of the wall would enable the wall to be placed outside the ditch line and would also increase the distance from the edge of pavement to the wall from 5 to 15 feet. The cost of this additional right-of-way would probably be less than $200 since there is an existing path that limits the use of the property.

Placing a wall at this revised right-of-way line would not disturb the adjacent pedestrian path or landscaping.

The estimated cost to construct a 9- to 16-foot high, 390-foot long concrete wall is $80,000, averaging $205 per lineal foot, compared to $40,000 for a wood wall, averaging $103 per lineal foot, including right-of-way costs.

There would be no apparent adverse impact to the road design by constructing this wall.

This would be a Type 1-B project.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Engineering

DATE: September 2, 1980

ORIGINAL SIGNED BY
ANTHONY J. GEORGE JR.

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Sound Wall Cost Estimate and Feasibility Determination
Fanno Creek Bridge
Scholls Highway
Washington County

Engineering feasibility and cost estimates are needed for the subject project noise study report. A sound barrier, 390 feet in length and 10-12 feet in height is being investigated to mitigate noise levels at two apartment buildings south of the proposed project (See Figure 2 on attached sheets). The barrier should be located in the approximate position shown. If additional right-of-way is required, please estimate the costs, including the cost of reconstructing the adjacent pedestrian path and landscaping, if necessary. Also, please determine any other costs or adverse effects attributed to this mitigation measure.

Supplemental material and pictures are available in the Environmental Section. Please contact Tim Thex or myself if there are any questions. Thanks for your assistance.

AJG:TT:ct

Attachment

cc: Adrian Olson w/attach

Versteeg
Anderson
Christensen
[✓ Olson]
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN
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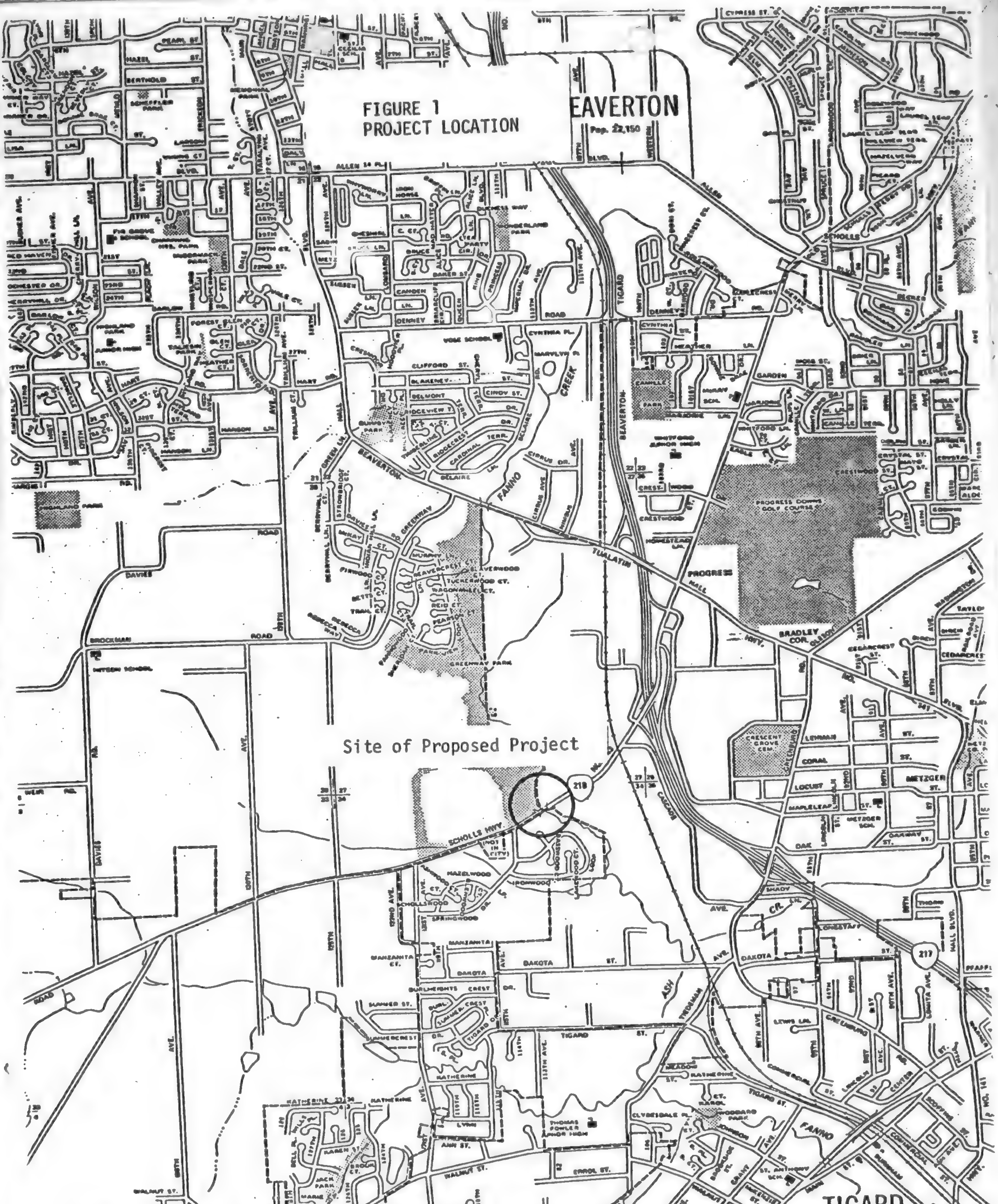

FIGURE 1
PROJECT LOCATION

BEAVERTON
Pop. 22,150
Site of Proposed Project
SCHOLLS HWY.
217
210
TIGARD
Pop. 10,075
PROGRESS DOWNS GOLF COURSE
GREENWAY PARK
THOMAS FOWLER JUNIOR HIGH
CRESCENT GROVE CEM.
BROCKMAN ROAD
DAVIES
DAKOTA ST.
TIGARD ST.
WALNUT ST.
METZGER
FANNO CREEK

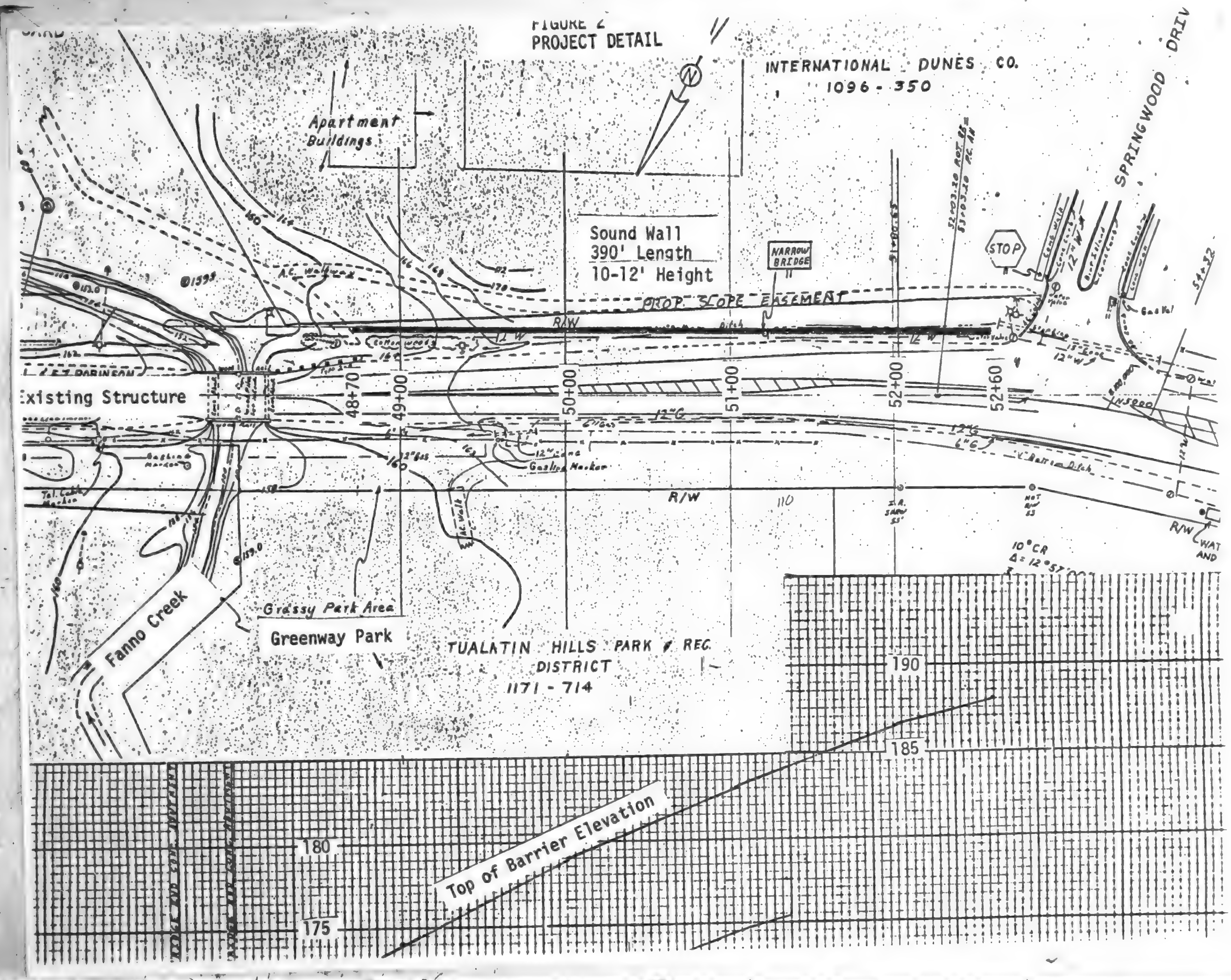

FIGURE 2
PROJECT DETAIL

INTERNATIONAL DUNES CO.
1096-350
Apartment Buildings
Sound Wall
390' Length
10-12' Height
NARROW BRIDGE
PROP. SLOPE EASEMENT
R/W
STOP
SPRINGWOOD DRIV
Existing Structure
48+70
49+00
50+00
51+00
52+00
52+60
12"G
R/W
110
10°CR
Fanno Creek
Grassy Park Area
Greenway Park
TUALATIN HILLS PARK & REC.
DISTRICT
1171-714
190
185
180
175
Top of Barrier Elevation

9360

PLEASE RETAIN COPY [illegible]R YOUR FILES
AND RETURN THE ORIGINAL TO US.

CITY OF TIGARD
WASHINGTON COUNTY, OREGON

August 19, 1980

Mr. David Bryson
OREGON DEPARTMENT OF TRANSPORTATION
Department of Transportation Bldg., Room 24
Salem, Oregon 97310

REFERENCE: SENSITIVE LANDS PERMIT, M 5-80 (Oregon Department of Transportation Scholls Ferry Road - Fanno Creek Bridge Replacement)

Dear Sir:

Please be advised that the Tigard Planning Commission at their meeting of August 12, 1980 approved your request for a Sensitive Lands Permit in reference to the above project.

This approval is subject to the following conditions:

1. Raise the bridge to meet the one-hundred year floodplain.
2. Connect bikeways from Beaverton to Tigard. Address this issue on final construction plans. (Construction of bikepath connection may be possible under the highway.)

If we may be of further assistance, please contact me at 639-4171.

Yours truly,

Aldie Howard
Planning Director

AHvmc

NOTE: This acknowledgement must be signed and returned to the City of Tigard, Planning Department. Failure to return this acknowledgement will result in no further action on this project.

______________________________ ______________
Signature Date

12420 S.W. MAIN P.O. BOX 23397 TIGARD, OREGON 97223 PH: 639-4171

9360

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

August 1, 1980

NOTED
E. S. HUNTER

Glen L. Green
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97310

Dear Mr. Green:

There has been considerable discussion concerning the impact of the proposed Scholls Ferry Road bridge upon Greenway Park in Washington County. From our investigation and an analysis by the Tualatin Hills Parks and Recreation District which operates Greenway Park, there appear to be no adverse impacts upon the park and, in our judgement, no other circumstances that dictate that a 4(f) Statement would be prepared for the project.

These opinions rest upon three facts: 1) the proposed slope easement would be a very minor physical alteration to the park, 2) the park property will not be occupied by the roadway or structure, and 3) the project will not adversely affect the park.

I am providing this letter and attachments, sufficient information and background for you to analyze the matter. Attached please find:

1. Letter from Tualatin Hills Parks and Recreation District.
2. Vicinity map.
3. Sketch of the park with location of the proposed bridge and easement.
4. A reduced copy of the preliminary design of the bridge, showing the easement.
5. Two photographs of area proposed for slope easement.

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REFER TO
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

## Background Information

Greenway Park is a 60-acre facility which is part of the Tualatin Hills Parks and Recreation District. It is located along the west side of Fanno Creek and stretches about a half-mile between Hall Boulevard and Scholls Ferry Road. Fanno Creek forms its eastern boundary and much of the park is in the creek's floodplain.

On the west, the park has high-density residential development along the full extent of its boundary. It is a popular area for children and adults who regularly take advantage of its sports field, play equipment and paths.

The park is almost flat, rising slightly to the west. Over the half mile between Hall Boulevard and Scholls Ferry Road, the creek drops from an elevation of 175 feet to 165 feet. The area east of the creek is destined for industrial development in the near future.

## Purpose of the Project

The areas adjacent to and west of Fanno Creek along Scholls Ferry Road are rapidly being urbanized. The existing two-lane wooden bridge over the creek is deteriorating and is inadequate for existing and predicted traffic volumes. The proposed new bridge would be a concrete structure four-lanes wide. It would solve safety and capacity problems.

## Design Options

There are two design options for the slope west of the bridge on the north side of the highway along the park. A retaining wall could be built here at a cost approaching $100,000. This would require no encroachment on park property. For approximately $3,000 the slope could be accommodated with a fill slope on a permanent easement on park property, 20-feet wide and about 120-feet long. The Oregon Department of Transportation prefers the latter option because of its lower cost.

## Relationship of Proposed Fill to Park

According to park authorities, they have no present or anticipated development plans near the Scholls Ferry Road bridge over Fanno Creek (see their attached letter). The nearest recreational facilities to the proposed fill are about 400 feet away. (See sketch).

The area in question is partially flooded nearly every winter and is an unmaintained, grass and weed-covered slope rising to the shoulder of the existing highway (see photographs). The proposed design would, in effect, move this area approximately 30 feet to the north. After the fill slope was seeded, it would return to its present grassy state and be neutral in its visual impact upon the park.

A member of our environmental unit has reviewed the project with Tualatin Hills Parks and Recreation District staff. As the attached letter indicates, the district finds no problems or negative impacts associated with the proposed project.

If I can supply you with further information regarding this subject, please call on me.

Very truly yours,

Campbell M. Gilmour/for

Gary A. Potter, Manager
Environmental Section

GAP:TL:ct

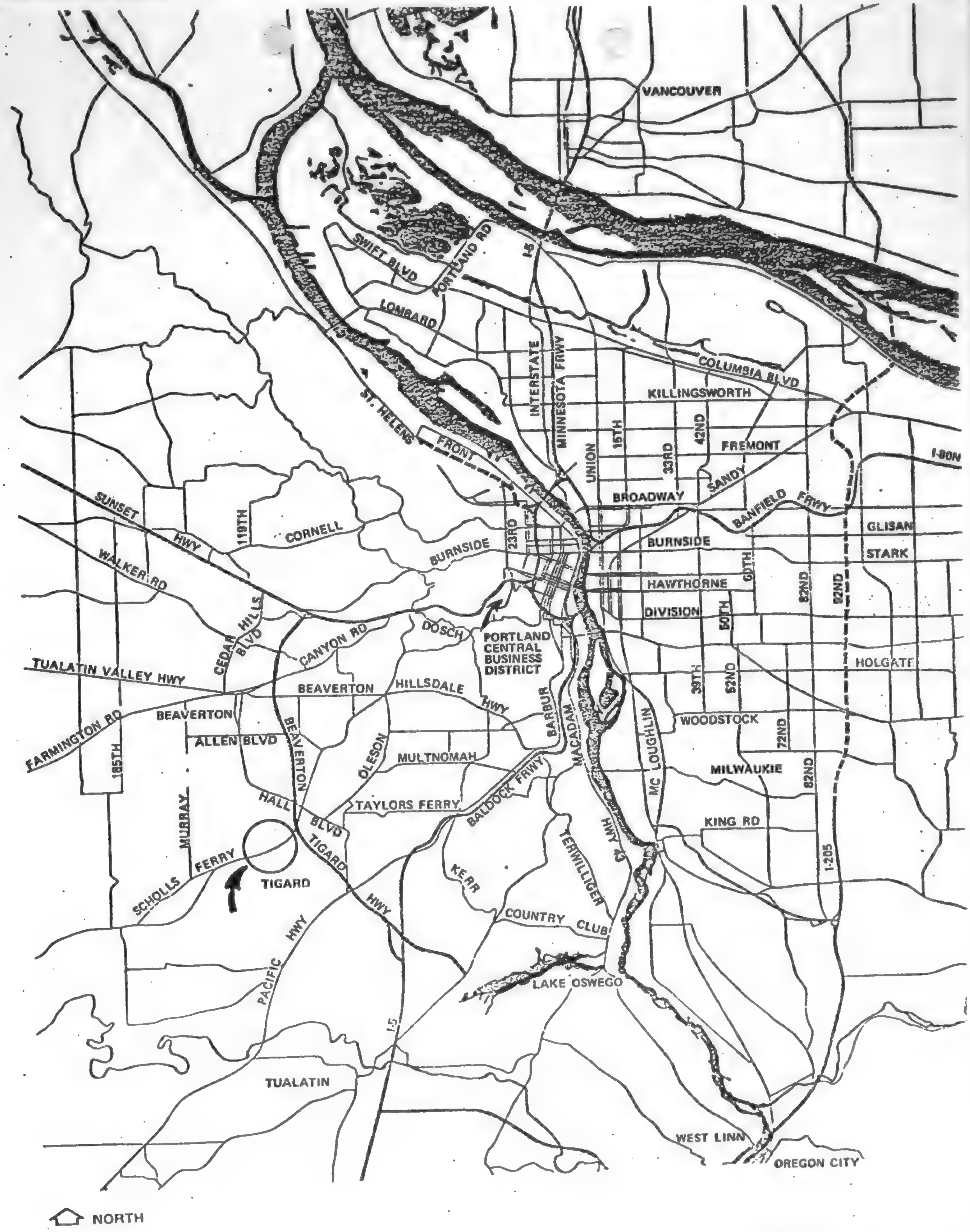
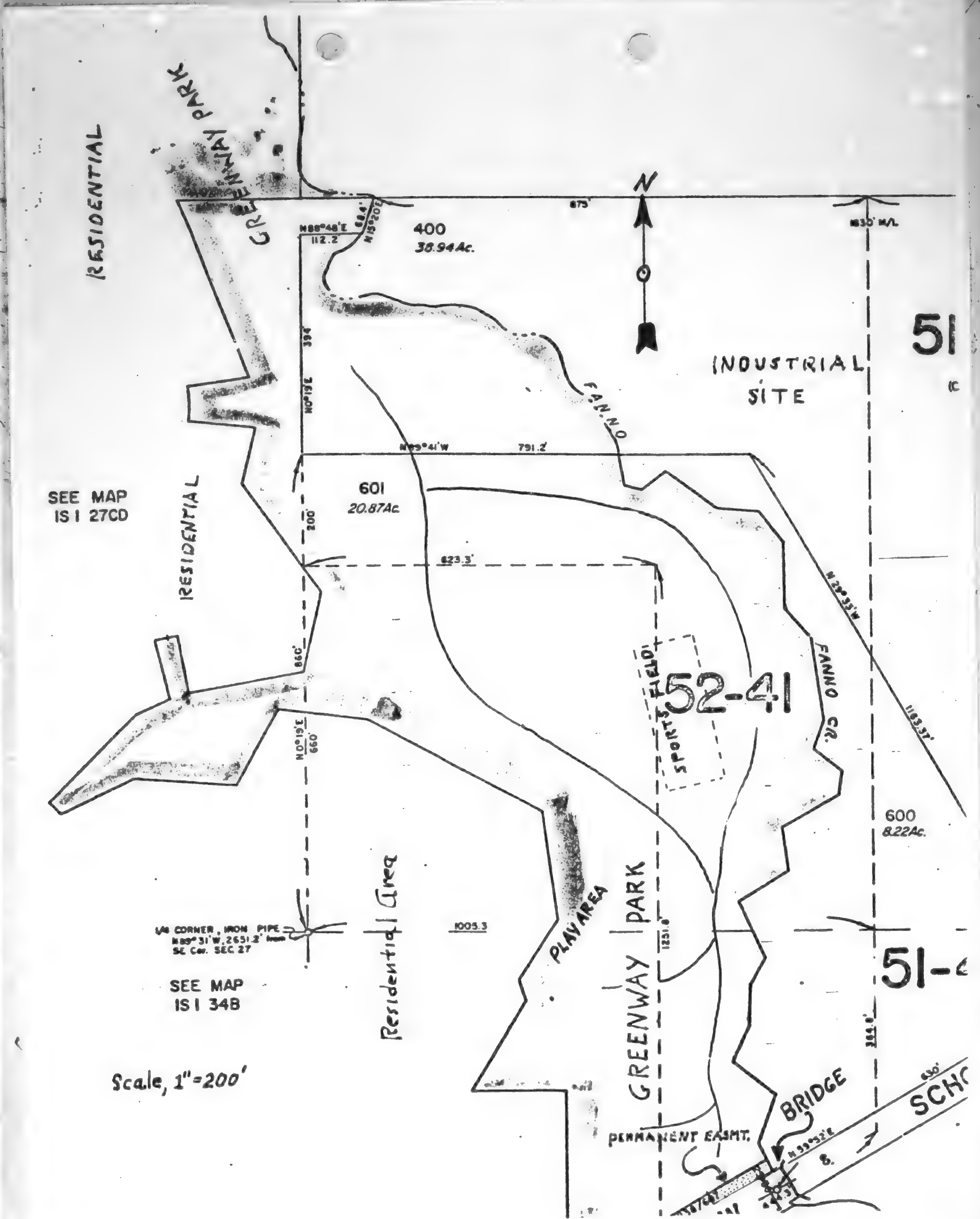
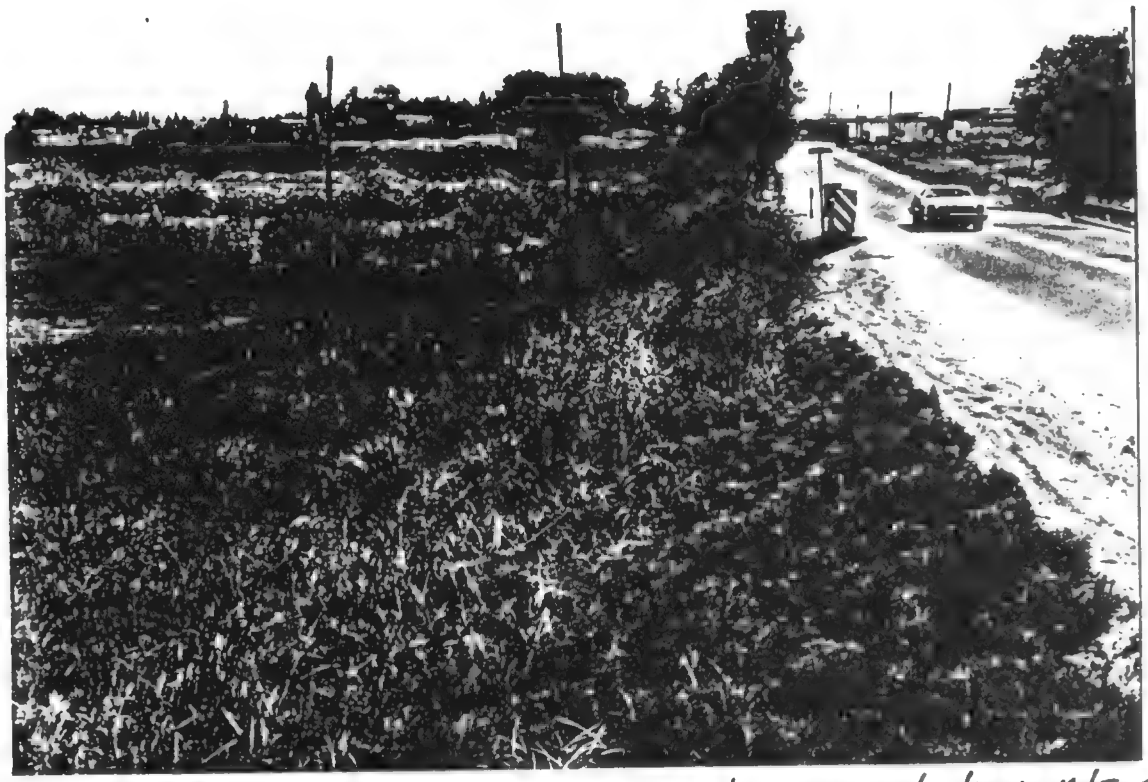
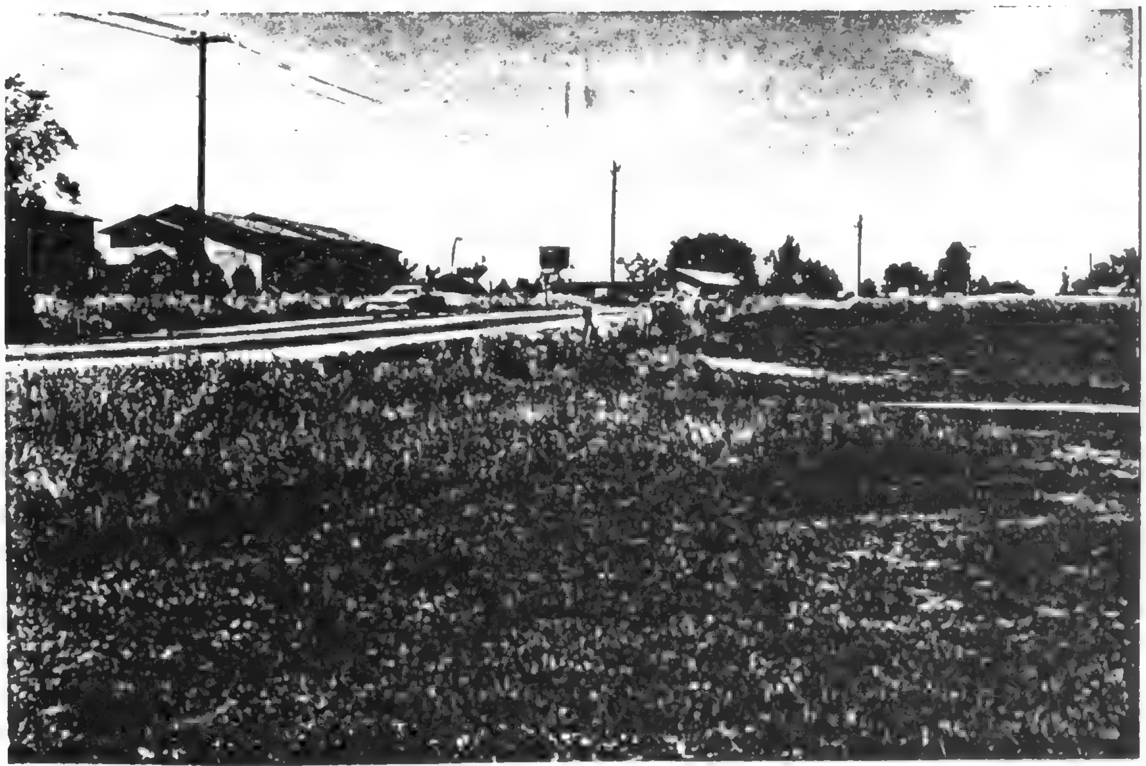

VANCOUVER
SWIFT BLVD
PORTLAND RD
I-5
LOMBARD
COLUMBIA BLVD
KILLINGSWORTH
INTERSTATE
MINNESOTA FRWY
UNION
15TH
33RD
42ND
FREMONT
I-80N
ST. HELENS
FRONT
BROADWAY
SANDY
BANFIELD FRWY
SUNSET HWY
119TH
CORNELL
BURNSIDE
23RD
GLISAN
BURNSIDE
STARK
WALKER RD
HAWTHORNE
60TH
82ND
92ND
DIVISION
50TH
CEDAR HILLS BLVD
CANYON RD
DOSCH
PORTLAND CENTRAL BUSINESS DISTRICT
TUALATIN VALLEY HWY
HOLGATE
BEAVERTON
HILLSDALE HWY
39TH
52ND
FARMINGTON RD
BEAVERTON
BARBUR
MACADAM
MC LOUGHLIN
WOODSTOCK
72ND
ALLEN BLVD
BEAVERTON
OLESON
MULTNOMAH
MILWAUKIE
82ND
185TH
MURRAY
HALL BLVD
TAYLORS FERRY
BALDOCK FRWY
HWY 43
KING RD
SCHOLLS FERRY
TIGARD HWY
TIGARD
TERWILLIGER
KERR
COUNTRY CLUB
I-205
PACIFIC HWY
LAKE OSWEGO
I-5
TUALATIN
WEST LINN
OREGON CITY
NORTH

FIGURE 1
PROJECT LOCATION


RESIDENTIAL
GREENWAY PARK
N
400
38.94Ac.
875'
1030' M/L
N88°48'E
112.2
68.4'
N15°20'E
394
N0°19'E
FANNO
INDUSTRIAL SITE
51
N89°41'W
791.2'
601
20.87Ac.
SEE MAP
IS1 27CD
RESIDENTIAL
200'
623.3'
N29°33'W
SPORTS FIELD
52-41
FANNO CR.
1163.37'
660'
N0°19'E
660'
600
8.22Ac.
Residential Area
PLAY AREA
GREENWAY PARK
1/4 CORNER, IRON PIPE
N89°31'W, 2651.2' from
SE Cor. SEC 27
1005.3
1231.6'
51-
SEE MAP
IS1 34B
394.0'
Scale, 1"=200'
BRIDGE
SCHO
630'
PERMANENT EASMT.
N39°52'E
8.



site of slope easement, looking east towards cr.



site of slope easment, looking SW from near creek.

134-1474-905

PIPE DATA:

12" Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum 0.060" Thick, Uncoated, Or Galvanized Iron Or Steel 0.064" Thick, Uncoated Or Aluminized Iron Or Steel 0.064" Thick, Uncoated) Or Class 2 Non-Reinforced Conc. Or Class III Reinforced Conc. Pipe (With 3:1 Sloped Ends)

12" Sewer Pipe Furnished Shall Be Class 2 Non-Reinforced Or Class III Reinforced Concrete.

18" Sewer Pipe Furnished Shall Be Class 1 Non-Reinforced Or Class II Reinforced Concrete.

(See Drg. Nos. 20918, 2112 & 2121)

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JUN 19 1980
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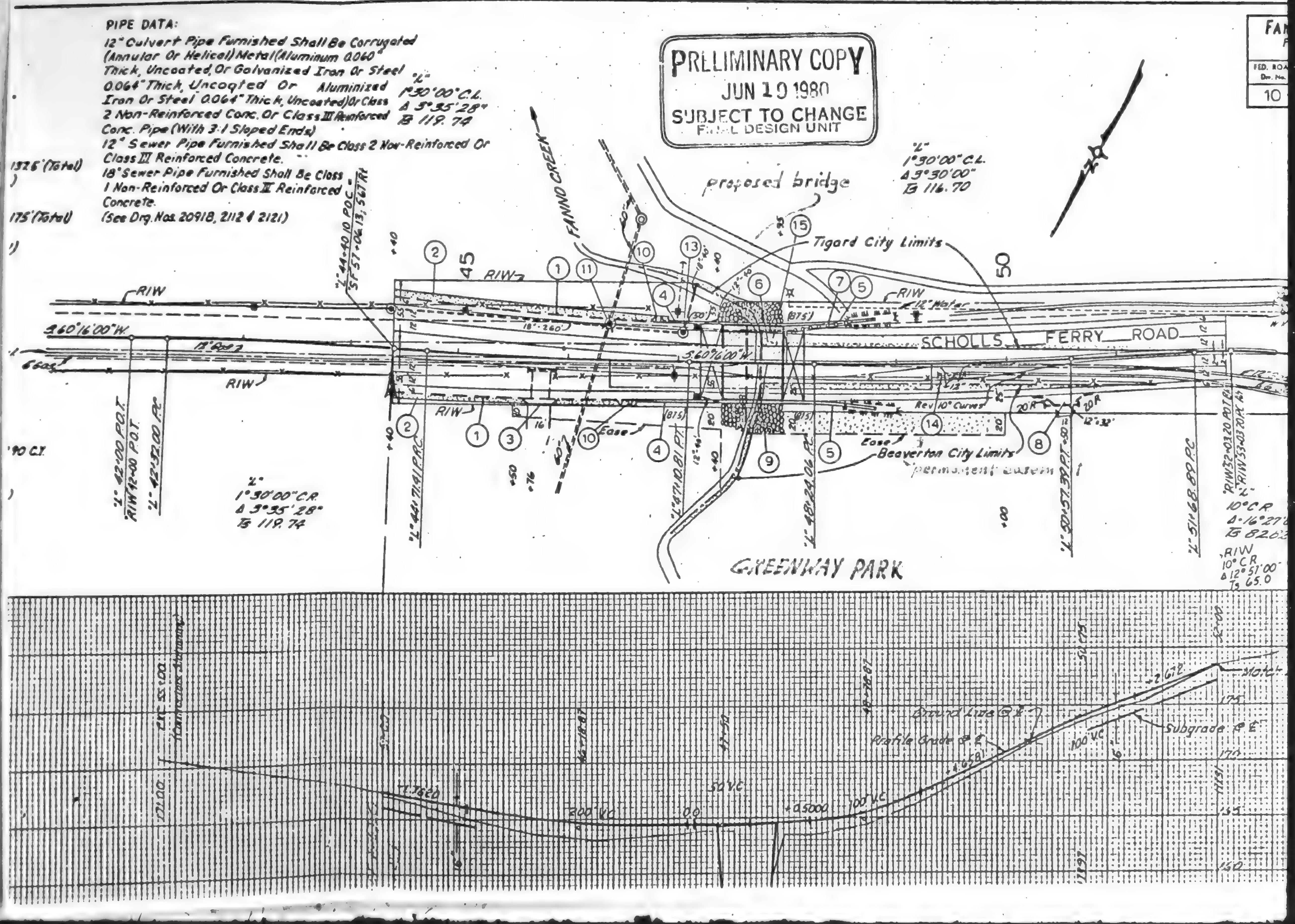
FINAL DESIGN UNIT


1326' (Total)
175' (Total)
"L"
1°30'00" C.L.
Δ 5°35'28"
T 119.74
"L"
1°30'00" C.L.
Δ 3°30'00"
T 116.70
"L"
1°30'00" C.R.
Δ 5°35'28"
T 119.74
"L" 44+40.10 P.O.C. = SF 57+06.13, 56.7 Rt
"L" 42+00 P.O.T.
RIW 42+00 P.O.T.
"L" 42+32.00 P.C.
"L" 44+71.41 P.R.C.
"L" 47+10.81 P.T.
"L" 48+24.06 P.C.
"L" 50+57.39 P.T.
"L" 51+68.89 P.C.
RIW 52+03.20 P.O.T.
RIW 53+03.20 P.C.
"L"
10° C.R.
Δ 16°27'
T 82.63
RIW
10° C.R.
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T 65.0
45
50
S 60°16'00" W
RIW
FANNO CREEK
proposed bridge
Tigard City Limits
Beaverton City Limits
permanent easem
Ease
12" Water
SCHOLLS FERRY ROAD
GREENWAY PARK
Rev. 10° Curves
1
2
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4
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6
7
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9
10
11
13
14
15
Ground Line @ ℄
Profile Grade @ ℄
Subgrade @ ℄
EXC 55+00 (Kammerer Alignment)
200' V.C.
50' V.C.
100' V.C.
-1.7660
+0.5000
+2.672
+6.781
46+18.87
47+50
48+78.87
50+75
52+00
175
170
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160

FAN

FED. ROAD DIV. No.

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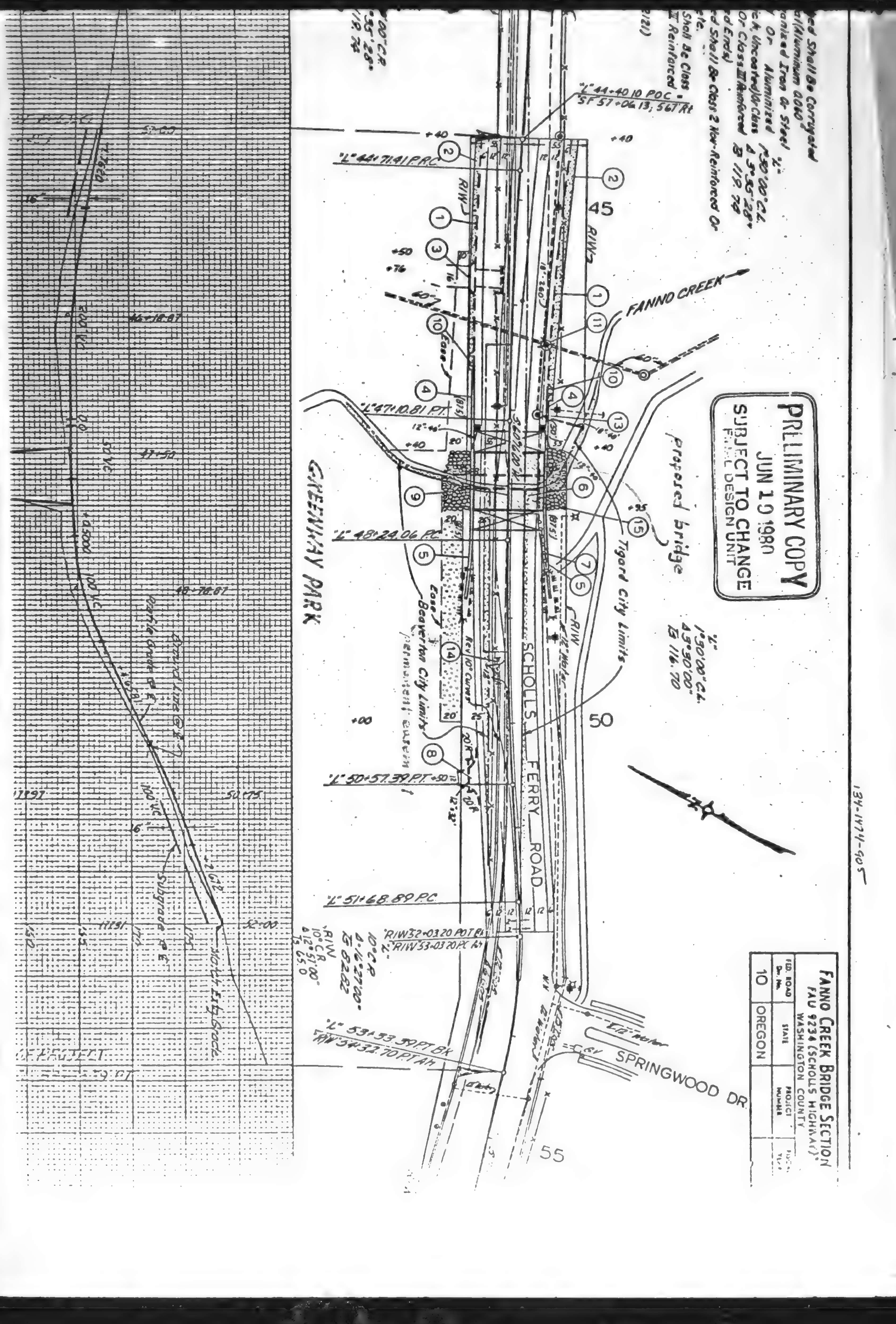
FANNO CREEK
GREENWAY PARK
SCHOLLS FERRY ROAD
SPRINGWOOD DR.
proposed bridge
Tigard City Limits
Beaverton City Limits
permanent easem't
"L" 44+40.10 POC - SF 57+06.13; 56.7 Rt
"L" 44+71.41 P.C.
"L" 47+10.81 P.T.
"L" 48+24.06 P.C.
"L" 50+57.39 P.T.
"L" 51+68.89 P.C.
"L" 53+33.39 P.T. Bk
R/W 34+32.70 P.T. Ah
R/W 32+03.20 POT Rt
R/W 33+03.20 P.C. Rt
"L" 1°30'00" C.L. Δ 5°35'28" T 119.74
"L" 1°30'00" C.L. Δ 5°30'00" T 116.70
R/W 10° C.R. Δ 12°51'00" T 65.0
10° C.R. Δ 16°27'00" T 82.82
R/W
45
50
55
Ground Line @ ℄
Profile Grade @ ℄
Subgrade @ ℄
Ex. Grade
46+18.87
48+78.87
50+75
52+00
100' V.C.
200' V.C.
50' V.C.
-2.62
+0.500
+0.0000
END OF PROJECT
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134-1474-905

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JUN 19 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

FANNO CREEK BRIDGE SECTION
FAU 9234 (SCHOLLS HIGHWAY)
WASHINGTON COUNTY

| FED. ROAD DIV. NO. | STATE | PROJECT NUMBER | SHEET NO. |
|---|---|---|---|
| 10 | OREGON | | |

TUALATIN
HILLS
PARK &
RECREATION
DISTRICT ADMINISTRATION OFFICE
15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433

PARKS & PLANNING DIVISION
Richard Watenpaugh
Director

BOARD OF DIRECTORS
James E. Barnard
Eldon R. Foster
Babette Horenstein
Folkert K. Menger
Carole O. Shick

Howard M. Terpenning
General Manager

July 15, 1980

Thomas S. Loeber
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Scholls Ferry Road Bridge Improvement

Dear Mr. Loeber:

After reviewing the preliminary site maps and the planned slope easement you have provided for us, the Tualatin Hills Park and Recreation District has no conflict with your proposed bridge improvements. It is our hope that the additional creek base improvements will actually help to alleviate drainage problems which currently cause surface water retention on our property (Greenway Park).

The improvements pose no foreseeable problems to the Park District and it is our desire that the alternations will actually improve the Park property adjacent to the creek. We can not identify any negative impact on the recreational potential of the site or foresee any alternations of the recreation experience sought by Park visitors.

continued...

Please go ahead with the necessary steps to complete this 20' x 120' (approximate) easement. If you have any further questions, or learn of any information regarding this matter that would be of interest to us, please contact me at 645-6433.

Respectfully,
Jean P. Keating
Jean P. Keating
Planning Coordinator

JPK/ds

9360

**STATE OF OREGON**

**INTEROFFICE MEMO**

Location
DEPT

229-5828
TELEPHONE

TO: Curt Duval
Metro Loc. Eng'r.

DATE: July 24, 1980

FROM: Earl C. Purdy
Resident Loc. Eng'r.

Earl C. Purdy

SUBJECT: Fanno Creek Bridge Replacement Projects
Hall Blvd. and Scholls Hwy.
Cities of Beaverton & Tigard
Washington County
Prefix 134-1413 (Hall)
134-1474 (Scholls)

Upon your instructions of July 18, 1980, I have completed the necessary action to obtain the permits required to construct the subject projects and the results are as follows:

1. City of Tigard, Sensitive Lands Permit (Scholls Hwy. Br.).
   The application was handed to Mr. Aldie Howard, Administrative Asst. Planning Director July 23, 1980. It will be presented at the City Council Meeting August ~~21~~ 17, 1980.
2. City of Beaverton Permits.
   I have been informed by Mr. Lee Walker, Dept. of Public Works, that no permits are required at either bridge site.
3. Washington County, Floodplain Alteration Permits.
   I have informed by Mr. Larry Suart, Planning Dept., that they will not require permits at either bridge site.

C.C. Lee Walker, City of Beaverton
Aldie Howard, City of Tigard
Larry Suart, Washington County Planning Dept.
Don Trout, Salem
E.L. Hart, Region I Eng'r.

Copy
Copy

9360 Wash

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

DES 17

**TO:** D. O. Christensen
Final Design Engineer

**DATE:** July 1, 1980

**FROM:** L. E. George
Traffic Engineer

**SUBJECT:** Fanno Creek Bridge Section
FAU 9091 (Hall Boulevard)
Washington County

We have reviewed the preliminary plans for the subject project and offer the following recommendations.

1. Temporary Protection and Direction of Traffic.

   Eliminate all reverse turn signs shown in Stage I and II. The alignment changes shown on the plans are not sufficient to warrant such signing and these signs may actually confuse the drivers.

2. Final Pavement Markings.

   The tapers shown for the painted medians range from 15:1 to 18:1. Since this is in a 40 MPH speed zoned area and adequate pavement width exists, we recommend increasing these tapers to 40:1.

L E George

L. E. George
Traffic Engineer

DW:ds

REFERRED TO
1 Beard WGB Stoudenmeyer
2 Cole WEC Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen DOC
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SP*75683-125

9360

STATE OF OREGON

INTEROFFICE MEMO

8/4 ~~7-14-80~~
~~7-28-80~~
~~8-18-80~~
9-2-80

TO: DON ADAMS
Project Development Manager

DATE: June 30, 1980

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: FANNO CREEK BRIDGE
SCHOLLS HIGHWAY
WASHINGTON COUNTY
FLOODPLAIN ALTERATION PERMIT AND
SENSITIVE LANDS PERMIT

Attached you will find two letters from Don Trout, each dated June 23, regarding the Fanno Creek Bridge for the Scholls Highway. Don is requesting that we obtain (1) a Sensitive Lands Permit from Tigard and (2) a Floodplain Alteration Permit from Washington County. As I understand it, these are required for any construction in a floodplain.

Also attached is a copy of the permit form from Washington County with a note from Mike Borreson, whom I talked to regarding this permit. As the note on the form indicates, it should be returned to the Washington County Planning Department and we should ask for a waiver of the $30 fee. Also attached is a penciled-in completed Sensitive Lands Permit for City of Tigard. This was done at my request by the Hydraulics Unit in Salem.

I'm forwarding these permit applications to you for your action, as this is properly part of the development of the preliminary engineering for the project. Good luck.

ELH/cp
Attachments
cc Don Trout

Versteeg
Anderson
Chris[illegible]
[illegible]
Sullivan
Turpin
I Trout
Wakering

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SECTION

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Materials
81-125-1387

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BU 6-30-80

June 23, 1980

E. L. Hardt
Region I Engineer
Lyle K. Watson
Donald L. Trout
Final Project Development Coordinator

Fanno Creek Bridge
Scholls Highway
Washington County

Attached is a copy of a Waterway Project Permit Review from the Division of State Lands, which requires a Sensitive Lands permit from the City of Tigard. Attached is a copy of our application to the Division of State Lands and two sets of plans for the proposed work. Also attached are copies of the Application Procedures for Sensitive Lands Permit.

Please take appropriate action to obtain this approval and keep this office advised so any necessary revisions can be made in the plans and specifications. Please return to this office by August 1, 1980.

If there are any questions, please advise.

copy of attach sent
to Hydraulics per
Watson's conversation
with Hardt & Bryson.
8-25-80 ab.

LKW:ab
Attachments

9360

143

STATE OF OREGON
ROAD DESIGN 378-6558

INTEROFFICE MEMO

TO: Walt Hart
Bridge Engineer

DATE: June 20, 1980

FROM: DNStoudenmeyer
Don Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Fanno Creek Bridge Sec.
FAU 9234 (Scholls Highway)
Washington County

Attached is a sketch showing a retaining wall which is required to eliminate right of way on the subject project.

Please prepare a design and estimate for the wall.

7-14-80 Wall is out – will have slopes, and 4 F statement
DNS

DNS:cj
Attachment
cc: Denis Miller

REFERRED TO DNS
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Mann
Watson
Leu
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen DON
Olson
Sullivan
Terpin
Trout
Wakerlig

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JUN 25 1980
ROAD DESIGN SECTION

DNS
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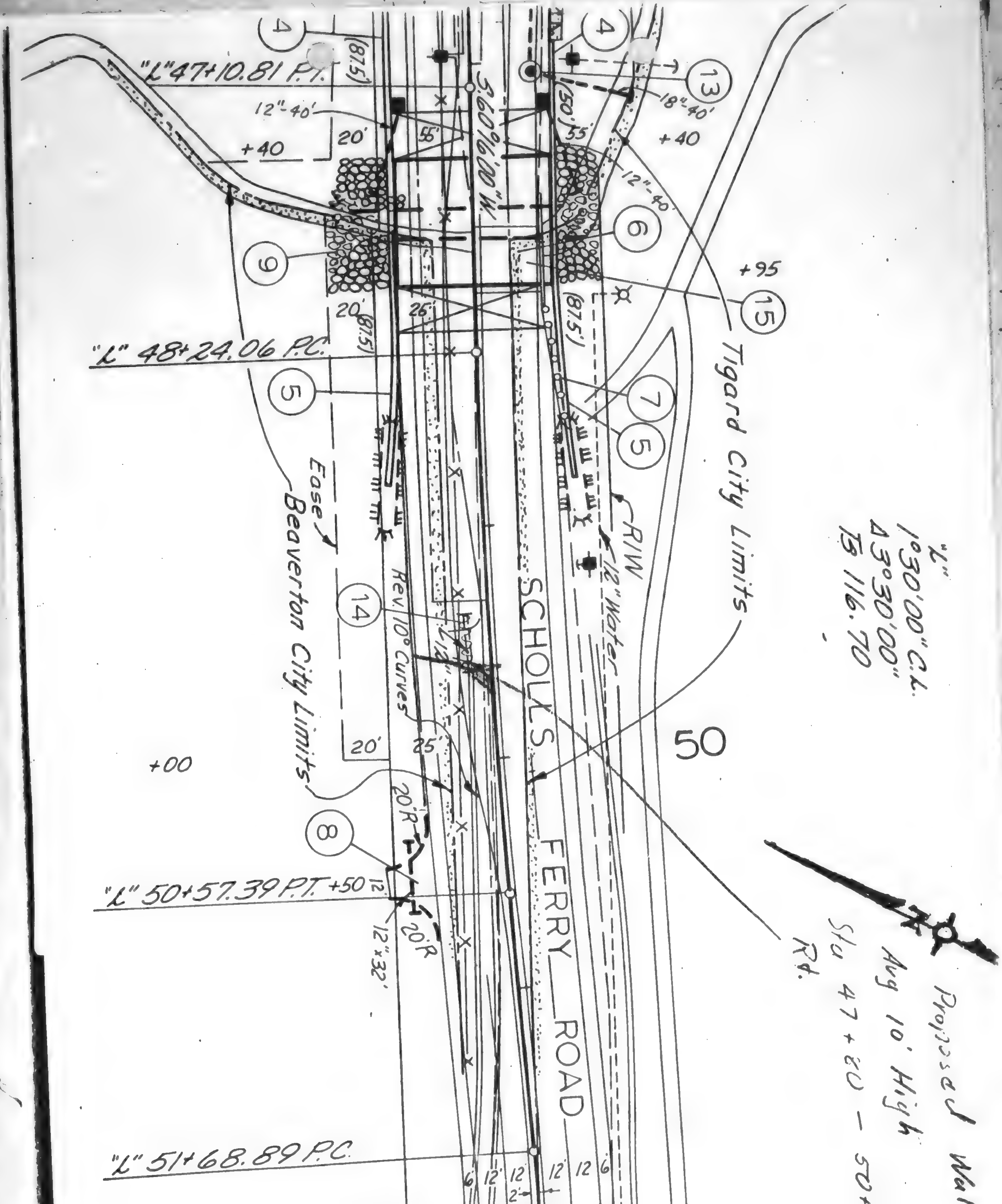
6-24-80
✓ To: Don Stoudenmeyer
Wall is estimated to cost $60,000 (includes E&C)
Len Wallace

✓ 6-24-80 From Don Stoudenmeyer
Proceed with wall design at $60,000 cost.

NOTED
L. L. WALLACE
LLW

Contains Recycled Materials
81-125-1387


"L" 47+10.81 P.T.
"L" 48+24.06 P.C.
"L" 50+57.39 P.T. +50
"L" 51+68.89 P.C.
"R/W" 52+03.20 P.O.T Bk.
+40
+40
+95
+00
50
12"-40'
18"-40'
12"-40'
12"x32'
20'R
20'R
20'
20'
20'
25'
25'
55'
55'
50'
(87.5')
(87.5')
(87.5')
S 60°16'00" W
SCHOLLS FERRY ROAD
Tigard City Limits
Beaverton City Limits
Ease
R/W
12" Water
Rev. 10° Curves
6 12' 12 12' 12 6
2'
2'
4
4
13
9
6
15
5
7
5
14
8
"L"
1°30'00" C.L.
Δ 3°30'00"
T 116.70
Proposed Wall
Avg 10' High
Sta 47+80 - 50+2.
Rd.
R
10°

21-3106

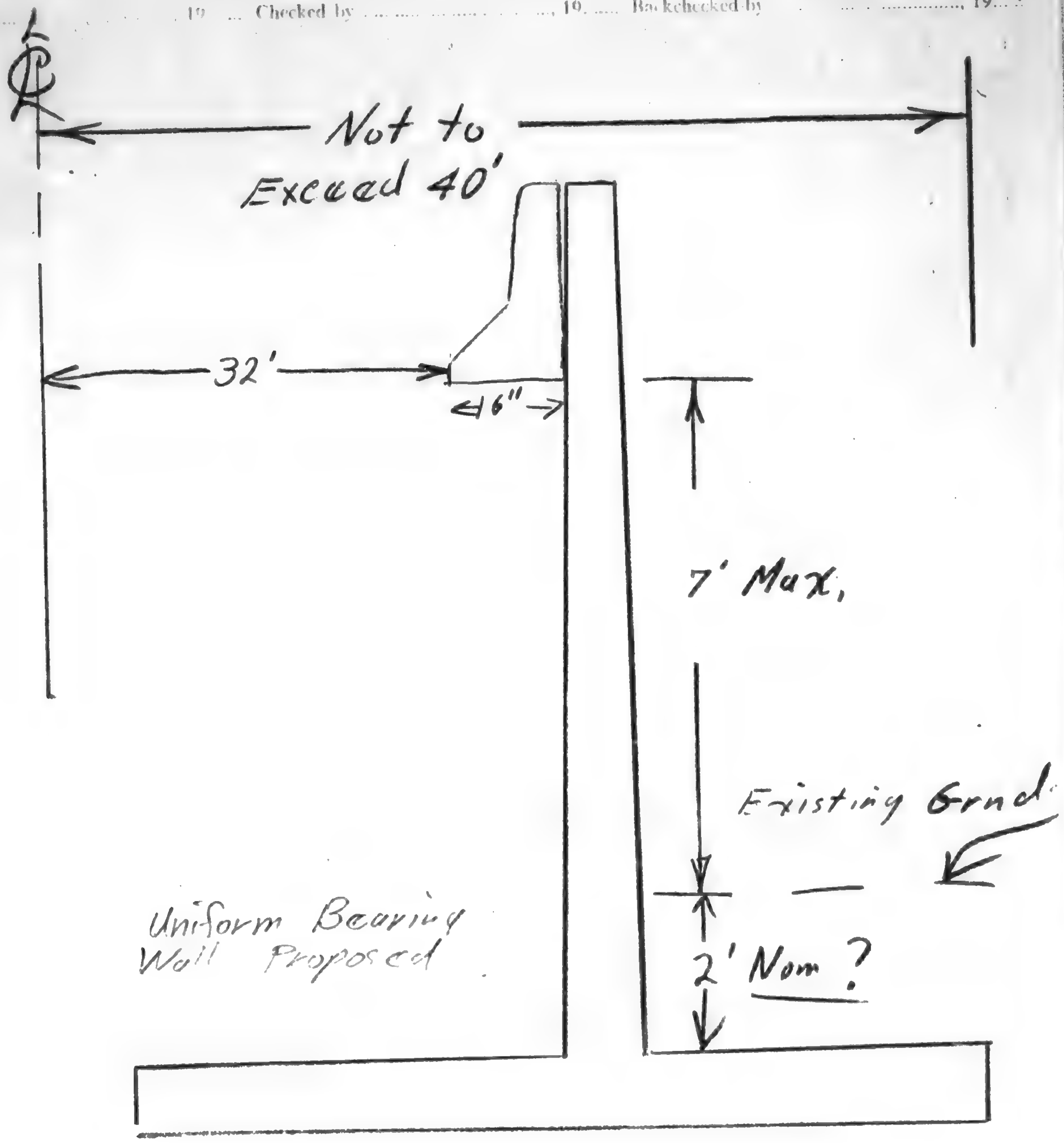
Job No. ........................

Sheet ........ of .......... Sheet

OREGON STATE HIGHWAY DIVISION

Calculations for ........................

Made by ........., 19 ... Checked by ........................, 19 ..... Backchecked by ........................, 19...



℄
Not to Exceed 40'
32'
6"
7' Max.
Existing Grnd
2' Nom ?
Uniform Bearing Wall Proposed

9360

ROAD DESIGN 378-6558

J. B. Boyd
Manager, Right of Way

May 29, 1980

J. H. Versteeg
Road Design Engineer

Fanno Creek Bridge
[redacted]
Washington County
Prefix 134-1474

Attached are descriptions for three files (four parcels), an authorization, and prints for the subject project, scheduled for November 20, 1980.

Assistant District Engineer Flink advises the developer, who presently leases the property, will dedicate the 25-foot strip of R/W on each side of the highway between 44+40 and Fanno Creek (file 51218) when ownership is transferred. However, it may be necessary to negotiate for the easement in this area.

ORIGINAL SIGNED BY
By: W. H. WAKERLIG
W. H. Wakerlig
R/W Descriptions Engineer

WHW:cj
Attachments

9360

143

**STATE OF OREGON**
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**
Telephone: 238-8354
Date: May 6, 1980

File No: 134-1474

TO: FRANK TERPIN
Location Engineer - Salem

FROM: Curtis H. Duval
CURT DUVAL
Metro Location Engineer

SUBJECT: Fanno Cr. Bridge
Scholls Highway
Washington County
Prefix: 134-1474

The City of Beaverton is requesting that provisions be made to allow the placement of a twelve inch water line on the new structure for the subject project.

Attached is a copy of their request along with a sketch indicating the proposed location and extent of the initial work which would be performed by city crews.

pq

Attachment

cc Walt Hart (w/attachment)
Duane Christensen (w/attachment)
Bill Geibel (w/attachment)
Jack Cartwright (w/attachment)
Gary Kennen (w/attachment)

REFERRED TO
Board
Cole
Eriksen
Hager
Broudenmeyer
Mann
Watson
Lou
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Bill - file copy
ob

1 Versteeg V
Anderson
2 Christensen DC
Olson
3 Sullivan WS
Terpin
Trout
Wakeman

RECEIVED
MAY 08 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

CITY OF BEAVERTON
4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

TECHNICAL
SERVICES UNIT
APR 30 1980

April 29, 1980

Mr. Curt Duval
Metro Location Engineer
5821 NE Glisan
Portland, Oregon 97213

RE: Waterline on Scholls Ferry Road at the Fanno Creek Bridge

Dear Curt:

This letter is to confirm our telephone conversation of April 28, 1980 concerning suspension of a 12" waterline under the proposed Fanno Creek bridge.

Southern Pacific Railroad is developing an industrial subdivision in this area and they are required to extend a water line along Scholls Ferry Road. I have contacted their engineer and City staff members on this matter, and due to the uncertain construction date of the waterline, it was our decision that City crews would install the water line east and west from the bridge abutments to a point on the north shoulder of the roadway outside of the paved shoulder. In this way the future extension can be accomplished without damage to the pavement. I am enclosing a rough sketch to further clarify my comments.

With the exception of inserts for the hangers and appropriate holes thru the abutments, this work can be labeled on your construction plans (by others) with comments to coordinate work with the City of Beaverton. We also need notification of award of the bid in order to order materials.

Because of past experience with shifting waterlines, we request the inserts be on 5 foot centers.

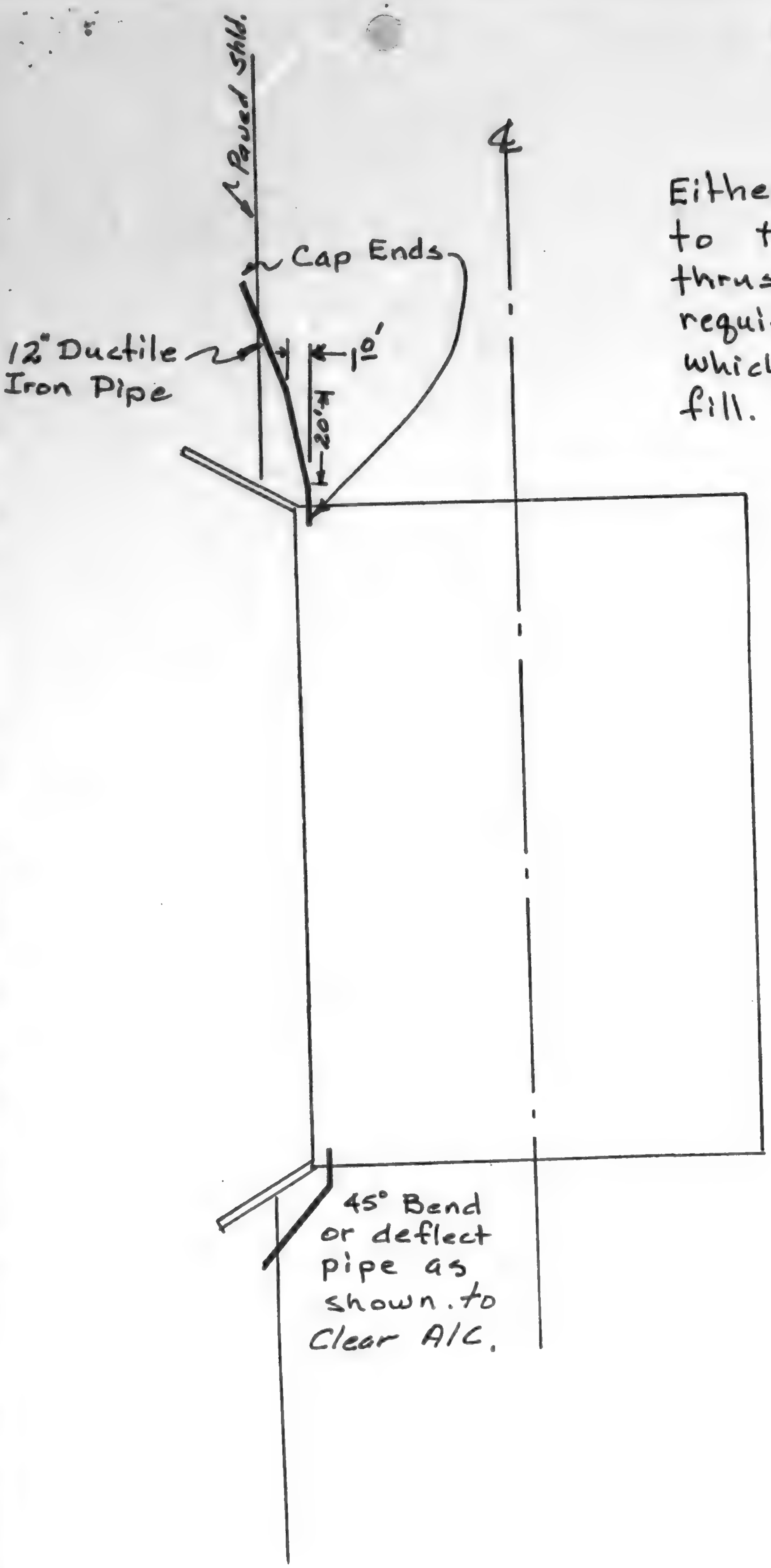
Please feel free to contact me if you have any further questions or comments.

Sincerely,

Robert Hammond

Bob Hammond
Senior Inspector

BH:am:28
Enclosure


℄ Paved Shld.
℄
Cap Ends
12" Ductile Iron Pipe
1.0'
20'±

45° Bend or deflect pipe as shown. to Clear A/C.

Either method is acceptable to the city, however thrust blocks would be required with the 45° bends which is undesirable in fill.

9360

(143)

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 11 #143

TO: FILE

DATE: April 30, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Fanno Creek Bridge
M.P. 8.7, Scholls Highway
Washington County

The proposed project will replace an existing two-span, 34-foot long timber structure on the same alignment. The proposed structure will be approximately 68 feet wide as compared to the existing width of 26 feet. Most of the additional width will be on the upstream side of the structure.

## HYDROLOGY

Fanno Creek is a north-south tributary of the Tualatin River and drains an area of approximately 11.8 square miles above the proposed bridge site. Most of the basin is urban in nature. The recurrence interval vs. peak discharge relationship listed below was obtained from the Corps of Engineers and are the values being used for the current flood insurance study of Fanno Creek. The values listed are the estimated peak flows at the bridge site based on current land use conditions.

| Recurrence Interval | Peak Discharge |
|---|---|
| 100-year | 2,680 cfs |
| 50-year | 2,430 cfs |
| 25-year | 2,200 cfs |
| 10-year | 1,890 cfs |
| 5-year | 1,610 cfs |

## EXISTING STRUCTURE

The existing structure provides a waterway area of approximately 220 square feet. It is estimated that during the 50-year flood the existing structure creates approximately 2.2 feet of backwater resulting in a highwater elevation of 164.3 feet (MSL) along the upstream embankments. During this flood, it is estimated that 2,150 cfs would be conveyed as pressure flow through the bridge opening with the remaining 280 cfs conveyed as roadway overflow. During the 100-year flood, it is estimated that the existing structure creates 2.2 feet of backwater, resulting in a highwater elevation of 164.5 feet (MSL) along the upstream embankments. During this flood, it is estimated that 2,190 cfs would be conveyed as pressure flow through the bridge opening with the remaining 490 cfs conveyed as roadway overflow.

Contains
Recycled
Materials

## HYDRAULIC DESIGN

The 50-year flood of 2,430 cfs was chosen as the design flood with an estimated natural highwater elevation of 162.1 feet (MSL). The estimated natural highwater elevation during the 100-year flood of 2,680 cfs is 162.3 feet (MSL).

To maintain the status quo, it was determined that the new structure should provide a 305 square foot waterway opening below the bottom of the beams. A slightly larger waterway area than the existing is suggested since the roadway overflow area is being eliminated with the raising of the grade. The suggested waterway area would be satisfied with either a vertical abutment structure approximately 50 feet long or a 1-1/2:1 spillthrough abutment structure approximately 68 feet long.

During the 50-year design flood, the proposed structure will create approximately 1.7 feet of backwater, resulting in a highwater elevation of 163.8 feet (MSL) along the upstream embankments. During the 100-year flood the proposed structure will create approximately 2.1 feet of backwater resulting in highwater elevation of 164.4 feet along the upstream embankments. During both the 50-year and 100-year floods, the floodwaters will be conveyed as pressure flow through the bridge opening.

## RIPRAP

If vertical abutments are used, it is suggested that they be protected with class 50 loose riprap placed in a trench around the toe of the abutment. Spillthrough abutments with 1-1/2:1 slopes should be protected with an 18-inch blanket of class 100 loose riprap. Protection for the spillthrough abutments should have a toe trench. No filter blanket will be necessary in either case.

REFERRED TO
✓ Staudenmeyer
Beard
Mann
Cole
Watson
Eriksen
Lau
Dorn
Hager
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

DWB:ge

cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
Robert Bothman "

file copy
cb

RECEIVED
1 Versteeg ✓
Anderson
2 Christ JD
3 Sullivan
SECTION

# HYDRAULIC DATA

| | | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR (     ) |
|---|---|---|---|---|
| Discharge- | cfs | 2430 | 2680 | |
| | m³/s | | | |
| Frequency -yrs. | | 50 | 100 | |
| H.W. Elevation Natural Channel | ft. | 162.1 | 162.3 | |
| | m. | | | |
| H.W. Elevation Channel Change | ft. | —— | —— | |
| | m. | | | |
| Average Velocity - | fps | 8.0 | 8.8 | |
| | mps | | | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

50-year flood elevation along upstream embankments= 163.8

100-year flood elevation along upstream embankments= 164.4

## OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Fanno Creek Bridge
Scholls Highway, M.P. 8.7
Washington County

COMPILED BY: Dave Bryson

DATE: April 29, 1980

9360

141

STATE OF OREG

LOCATION SECTION

INTEROFFICE MEMO

LOC 8

TO: FILE

DATE: March 25, 1980

David W. Bryson

FROM: David W. Bryson
Asst. Hydraulics Engineer

SUBJECT: Fanno Creek Bridge
Beaverton-Tualatin Highway
Washington County

The proposed project will replace the existing two-span, 26-foot long RC slab span structure on the same alignment.

## HYDROLOGY

Fanno Creek is a north-south tributary of the Tualatin River and drains an area of approximately 10.2 square miles above the proposed bridge site, with most of the basin being urban in nature. The recurrence interval vs. peak discharge relationship listed below was obtained from the Corps of Engineers and are the values being used for the current flood insurance study of Fanno Creek. The values listed are the estimated peak flows at the Highway 217 bridges (drainage area = 9.5 square miles) based on current land use conditions and are considered applicable to the bridge site without adjustment.

| Recurrence Interval | Peak Discharge |
|---|---|
| 100-year | 1,970 cfs |
| 50-year | 1,800 cfs |
| 25-year | 1,640 cfs |
| 10-year | 1,410 cfs |
| 5-year | 1,220 cfs |

## EXISTING STRUCTURE

The existing bridge provides an effective waterway area of 170 square feet. It is estimated that during the 50-year flood the existing structure creates 1.7 feet of backwater, resulting in a high-water elevation along the upstream embankments of 176.2 feet (MSL). It is estimated that 1,600 cfs would be conveyed as pressure flow through the bridge opening, with the remaining 200 cfs conveyed as roadway overflow. During the 100-year flood it is estimated that the existing structure creates 1.8 feet of backwater, resulting in a high-water elevation along the upstream embankments of 176.5 feet (MSL).

Approximately 1,620 cfs would be conveyed as pressure flow through the bridge opening, with the remaining 350 cfs conveyed as roadway overflow.

## HYDRAULIC DESIGN

The 50-year flood of 1,800 cfs was chosen as the design flood with an estimated highwater elevation of 174.5 feet (MSL). The estimated highwater elevation during the 100-year flood of 1,970 cfs is 174.7 feet (MSL).

The drainage basin is undergoing urbanization. Higher peak discharges can be expected to occur at the bridge site, although the increase will be reduced by the detention ordinances of Beaverton and Washington County. For this reason, a structure which provides a larger effective waterway opening than the existing bridge should be considered. The proposed structure should provide a 255-square foot waterway area normal to the stream. Placing the structure normal to the roadway and with a downstream channel change as shown on the attached sketch would allow the use of a vertical abutment structure with a 26-foot clear span. It is suggested that the channel change conform to the section shown on the attached sketch. This section is acceptable to the Fish and Wildlife Department.

During the 50-year design flood the proposed structure will create 0.2 feet of backwater, resulting in a highwater elevation of 174.7 along the upstream embankments. During a 100-year flood the proposed structure will create 0.9 feet of backwater, resulting in a highwater elevation of 175.6 along the upstream embankments.

## RIPRAP

It is suggested that the toe of the vertical abutments be protected with Class 50 loose riprap. It is also suggested that the outside of the curve of the downstream channel change be protected with Class 50 loose riprap as shown on the attached sketches.

Attach.

DWB:ja

cc Frank Terpin w/attach.
Walt Hart "
Jack Davis "
Duane Christensen ✓ "
Robert Bothman "
Gary Potter "

1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan
Terpin
4 Trout
Wakerlig

RECEIVED
MAR 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Board
Stoudenmeyer
Cole ✓
Sample
Watson
Eriksen
Lou
Hager
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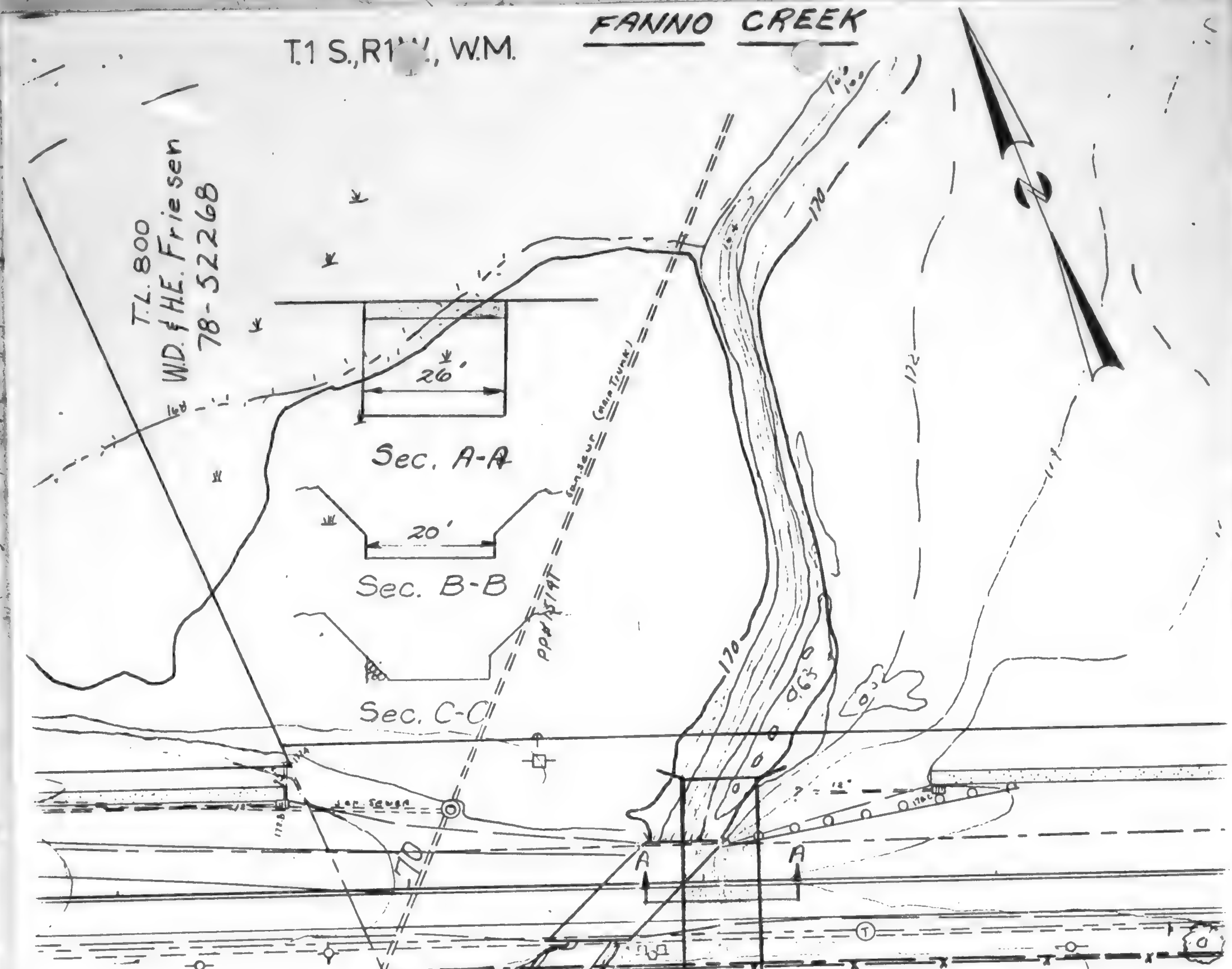
BY FINAL DESIGN ENGINEER


T.1 S., R1W, W.M.
FANNO CREEK
T.L. 800
W.D. & H.E. Friesen
78-52268
26'
Sec. A-A
20'
Sec. B-B
Sec. C-C
170
A
A
B
B
CHANNEL CHANGE
169.6
170
Brush & Small Trees
Class 50
loose riprap
C
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170.3
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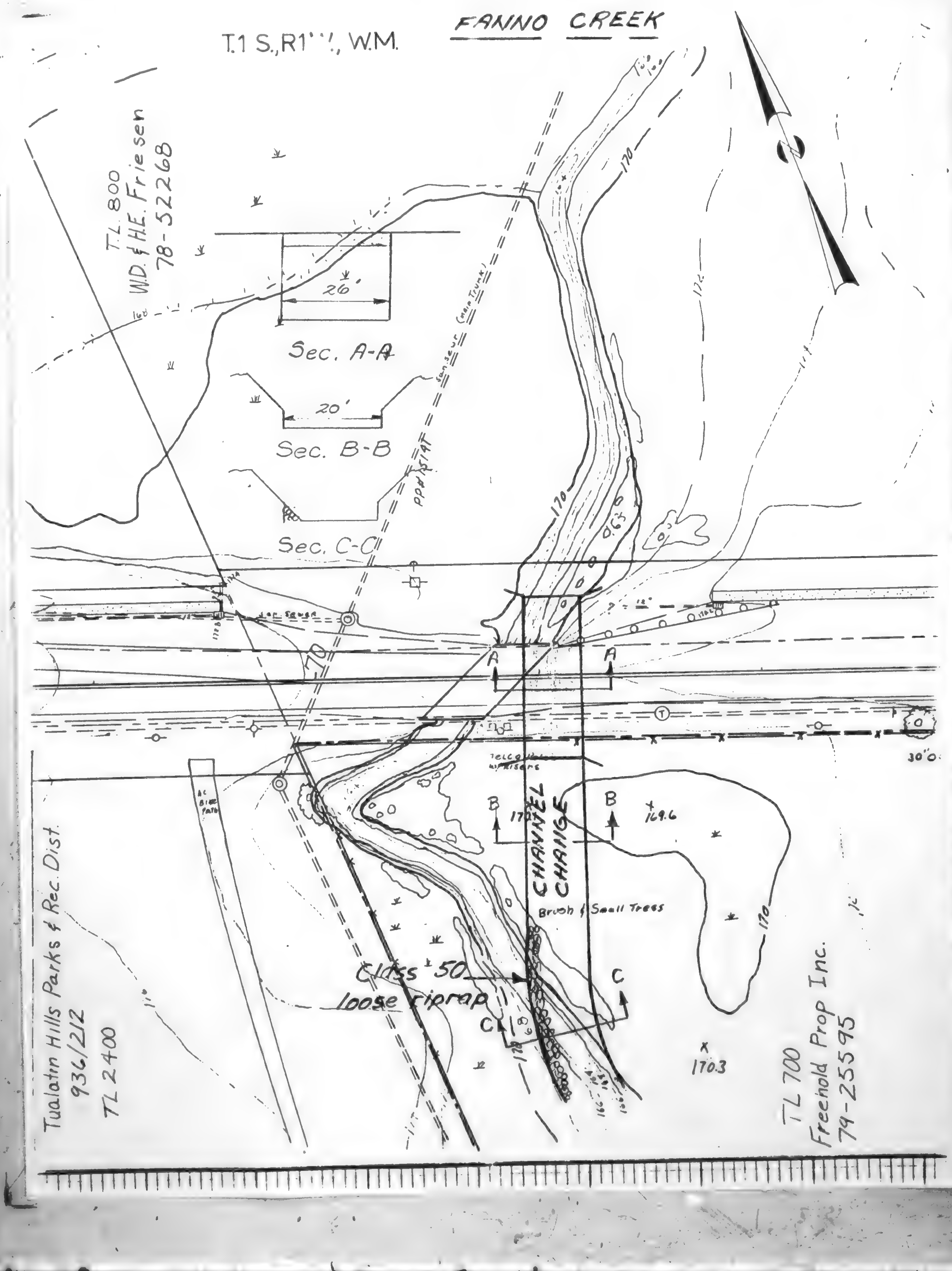
Tualatin Hills Parks & Rec. Dist.
936/212
TL 2400
TL 700
Freenold Prop Inc.
79-25595


FANNO CREEK
T.1 S., R1 [illegible], W.M.
TL 800
W.D. & H.E. Friesen
78-52268
26'
Sec. A-A
20'
Sec. B-B
Sec. C-C
sanseur (main trunk)
PP# 1514T
170
A
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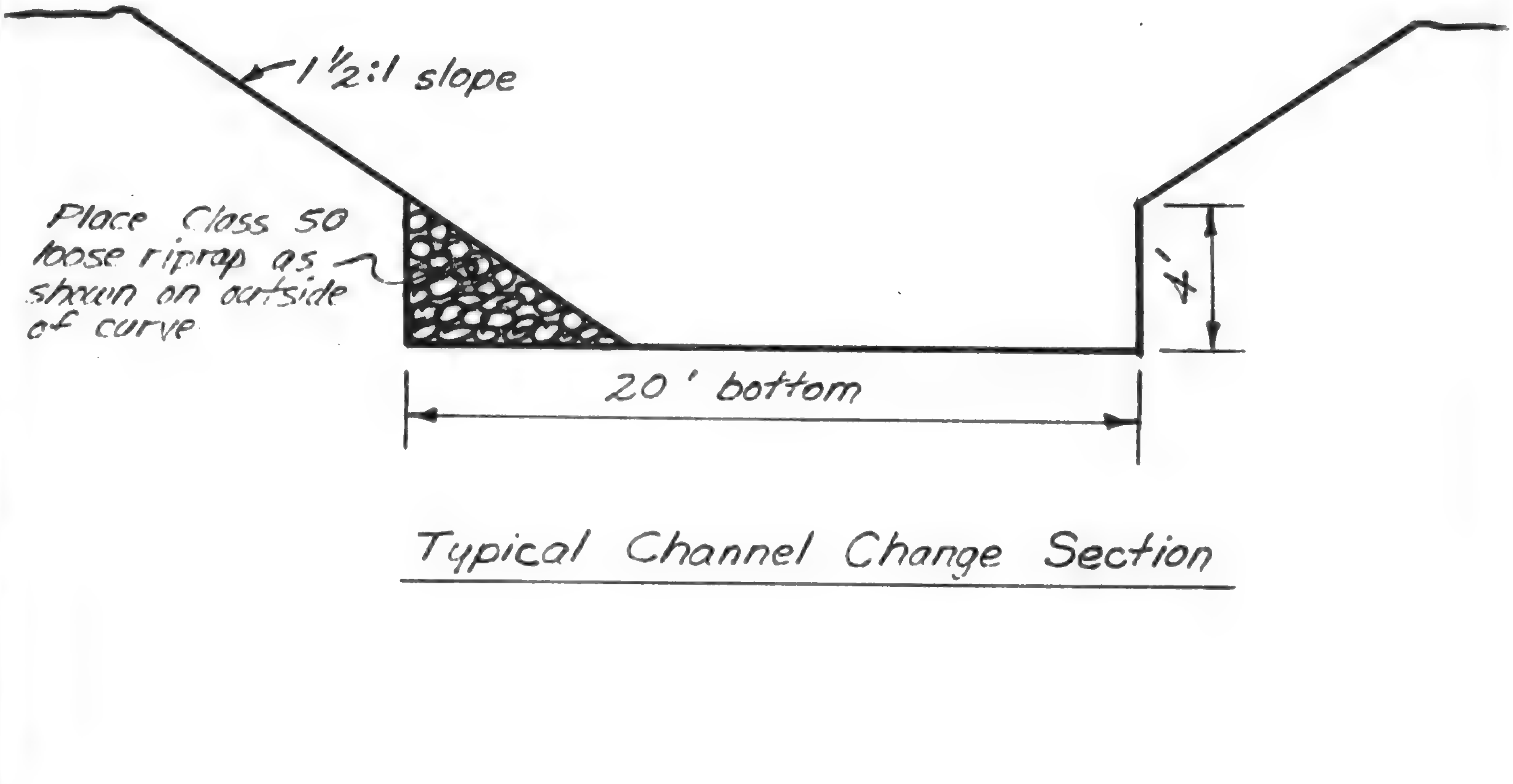
B
170
169.6
CHANNEL CHANGE
Telco ped w/ risers
30"O
Brush & Small Trees
Class 50 loose riprap
C
C
170.3
Tualatin Hills Parks & Rec. Dist.
936/212
TL 2400
TL 700
Freehold Prop Inc.
79-25595

Fanno Creek Bridge
Beaverton - Tualatin Hwy.
Washington County


1½:1 slope
Place Class 50 loose riprap as shown on outside of curve
4'
20' bottom

Typical Channel Change Section

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR (          ) |
|---|---|---|---|
| Discharge – cfs<br>$m^3/s$ | 1800 | 1970 | |
| Frequency – yrs. | 50 | 100 | |
| H.W. Elevation Natural Channel ft.<br>m. | ------ | ------ | |
| H.W. Elevation Channel Change ft.<br>m. | 174.5 | 174.7 | |
| Average Velocity – fps<br>mps | 7.1 | 7.7 | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

Fanno Creek Bridge
Beaverton - Tualatin Highway
Washington County

COMPILED BY:
DATE:

9660

134-1474
334-1960

L.

**Beaverton Area Chamber of Commerce**
12955 S.W. Farmington Road • Beaverton, Oregon 97005 • (503) 644-0123

November 8, 1979

RECEIVED
STATE HWY ENGR
NOV 19 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

State of Oregon
Dept. of Transportation
5821 N.E. Glisan
Portland, OR

Gentlemen:

[illegible]

It has come to our attention that Scholls Ferry Road and Hall Blvd near their crossings of S.P.R.R. and Fanno Creek in the Progress area have been or will be improved to four or more lanes in width, largely due to developments at the Koll Business Centers, Southern Pacific's proposed Industrial park, Robinson and Englewood subdivisions and the Fanno Industrial Park. This is the most rapidly developing area in the region, and these two lane bottlenecks will become untenable rapidly.

The Beaverton Area Chamber of Commerce recommends that funds be budgeted for replacement of the Fanno Creek Bridges west of Highway 217 on Hall Blvd. and Scholls Ferry Road with four lane bridges consistent with these other widening projects, within the same timeframe.

Please keep our roads and transportation committee chairman (Art Piper, Phone 646-5534) informed concerning action taken, Hearings to be held, etc. Thank you for your attention in this matter.

Sincerely,

Bob Dent

Bob Dent
Vice President
for
Sandra Suran, President

PDM PDE TSE SPC
ODOT METRO
NOV 13 1979
AM PPS FILE: T/A

cc: Senator Mike Ragsdale
Rep. Norm Smith
Rep. Mary Alice Ford
Donna Stuhr
Rick Gustafson
Charles Williamson
Lon Topez
John Crockett

cc Klabo
Walter
Hunter
Ballinger
Hart!

93600

L.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Ore. DOT, Highway Div.

PROJECT TITLE: Fanno Creek Bridge WASH.

DATE: May 15, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
MAY 1 8 79
REFER TO
FOR

5-18-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
R. N. Bothman, Metro
E. L. Hardt, Region 1
W. W. Geibel, Dist. 2A
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7904 [illegible]

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-98.

NOTED
H.S. COULTER
BEN GIFFORD

1-17-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
APR 24 1979

## PNRS STATE REVIEW

Project #: [illegible] Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We would like to review the [illegible] Study Report.

Agency DEQ By ____________ 5-4-79

WASHINGTON

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## PNRS STATE REVIEW

Project #: 7904 2 970 Due Date: MAY 11 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

May 8, 1979

Fanno Creek Bridge, Scholls Highway (FAU 9234)

REMARKS (Please type or print legibly)

Our files do not indicate that an archaeological or historic cultural resource will be affected by the proposed construction. However, Washington County and those areas included in the project locality have not been surveyed. It may be wise to have the area checked by the State Highway archaeologist.

Agency SHPO By David G Talbot

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7904 2 970 Due Date: MAY 11 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ( X) Please coordinate the implementation of the proposal with us.
- ( X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By
ENVIRONMENTAL MANAGEMENT SECTION 5/11/79

7904-2-970

The Oregon Department of Fish and Wildlife does not object to funding the construction of a bridge across Fanno Creek in Washington County.

We are, however, concerned about the proposed channel change and the loss of 260 feet of riparian vegetation. The channel change will require approval from this Department as well as fill and removal permits from the Division of State Lands and the Corps of Engineers. We question the need for permanent removal of the riparian vegetation. Unless it can be demonstrated that permanent loss is unavoidable, we request that the streambank area be revegetated.

Please coordinate further planning and construction of this project with our district fish and wildlife biologists. They are Jay Massey (Fish), 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, 657-2041, and Gene Herb (Wildlife), 2801 - 15th Place, Forest Grove, Oregon 97116, 229-5104.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

[illegible]
RECEIVED
[illegible] 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## PNRS STATE REVIEW

Project #: ______________________ Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ______________

9360

2.

(#2)

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 17, 1979

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

TO: Executive Department
Federal Aid Coordination Unit

D E Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Fanno Creek Bridge
Highway: Scholls Highway, FAU 9234
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 25, 1979.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2b: Maury Payne
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Fanno Creek Bridge

11 12] PROJECT LOCATION—CITY: Scholls Highway FAU 9234 | PROJECT LOCATION—COUNTY: Washington | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace a narrow, deteriorating wooden structure over Fanno Creek, which is
12] rapidly becoming inadequate to handle the high traffic and heavy truck volumes, [71
06 which this fast-growing area is experiencing. Minor pothole problems on its surface
12] and the condition of the structure itself constitute a hazard to traffic. [71
07
12] It is proposed that the structure be replaced with a structure that will accommodate [71
08 four lanes and shoulders for bicycle traffic.
12] [71
09
12] [71
10

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 430,000 | | | 70,000 | | 500,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: May | 43] DAY [44: 25 | 45] YEAR [46: 1979

# ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 17, 1979

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

PROJECT ASSESSMENT

~~BRS~~ IX-9234(-)

## PART 1. GENERAL INFORMATION

### A. Project Identification:

**Date** March 19, 1979

**Section** Fanno Creek Structure

**Unit (if appl)**

**County** Washington

**City** Tigard/Beaverton

**Highway** Scholls Highway

**State Hwy. No.** 143

**Termini: M.P.(if appl)** 8.7

**Length** 880

**Region** I

**Construction Estimate** $500,000.e(4)
**Program Amount**

### B. Purpose of Project:

To replace a narrow, deteriorating wooden structure over Fanno Creek, which is rapidly becoming inadequate to handle the high traffic and heavy truck volumes, which this fast-growing area is experiencing. Minor pothole problems on its surface and the condition of the structure itself constitute a hazard to traffic.

### C. Origin & History of Project:

This is an old structure which has been widened in the past with I-beams supporting a wooden deck. Two years ago the surrounding area was open land. There are now 2,000 living units immediately west of it & 2300 more are planned nearby. The general area is experiencing explosive urbanization.

### D. General Description of Project:

It is proposed that the structure be replaced with a structure that will accommodate four lanes and shoulders for bicycle traffic.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 4 ; Med. ______ ; Shldrs. ______ ; Parking No

Traffic: Existing Facility: Existing ADT 8,000 ; Projected ADT 15,000 ; Yr. 2,000

Existing Level of Service ______

Proposed Facility: Projected ADT 15,000 ; Yr. 2,000

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels ______

Acres 0.35 ; Type of Relocation Req. None ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

Structure crosses Fanno Creek, which is about 20' wide at this point, bank to bank. The actual creek is about 8' - 12' wide and 6" - 2' deep. The creek will be directed through a new channel approximately 135' long. About 165' of old channel would be filled. No wetland is involved.

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

N/A

Other Descriptive Information or Comments:

According to the local fishery biologist Fanno Creek formerly supported anadromous fish runs. Today there is a small resident population of cutthroat trout. It is highly probably that continued development in the area will further degrade the quality of the stream as a fishery-Fanno Creek is a tributary of the Tualatin River which still supports coho, steelhead and cutthroat runs.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural: The bridge crosses Fanno Creek in a gently rolling area with most natural ground cover being rapidly lost to development. Willows and blackberry bushes border the stream.

2. Cultural: The area is rapidly being developed. There is an industrial park to be built soon just east of the creek and a 2,300 unit housing development planned for the area west of the creek. The bridge site is about 3/4 of a mile west of the 1.1 million square foot shopping center, Washington Square. When the 46 acre industrial park becomes a reality, it will generate about 7,500 trips a day along Scholls Highway; about half of these might use the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

All right-of-way acquired would be from undeveloped land, including fallow field within the floodplain of the creek.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc:

Safety should be enhanced. Apartments now about 120' from the nearest travel lane would be about 108' from nearest travel lane and receive some increase in Dba.

3. Estimated Impact on Land Use:

Conversion of undeveloped lane to travel surfaces.

Consequences: Negligible

4. Expected Impact on Natural Ecological Resources:

About 8 alders to 8" DBH & a large cottonwood would be removed. About 260 linear feet of riparian vegetation would be lost and not replaced. A minor but permanent reduction of stream bottom and shallow, edge environment would occur.

Consequences:

Permanent loss of bird and small mammal-supporting environment would occur; stream bottom exposed to sunlight would be reduced. Cross section of new channel would be adjusted to sustain flow equal to original course. The channel change will be coordinated with Dept. of Fish and Wildlife.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
Distance between the entrance to the industrial park and the bridge.

7. Potential for Controversial Issues:

N/A

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
N/A

b. Noise Standards
A Noise Study would be required.

c. Water Quality Standards
There would be a temporary reduction of water-quality during construction.

d. Area Land Use and Transportation Plans, and Zoning
N/A

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | X ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

Because there would be only a limited or temporary impact on the human environment, it is recommended that this project be classified as Assessment Only. TSL

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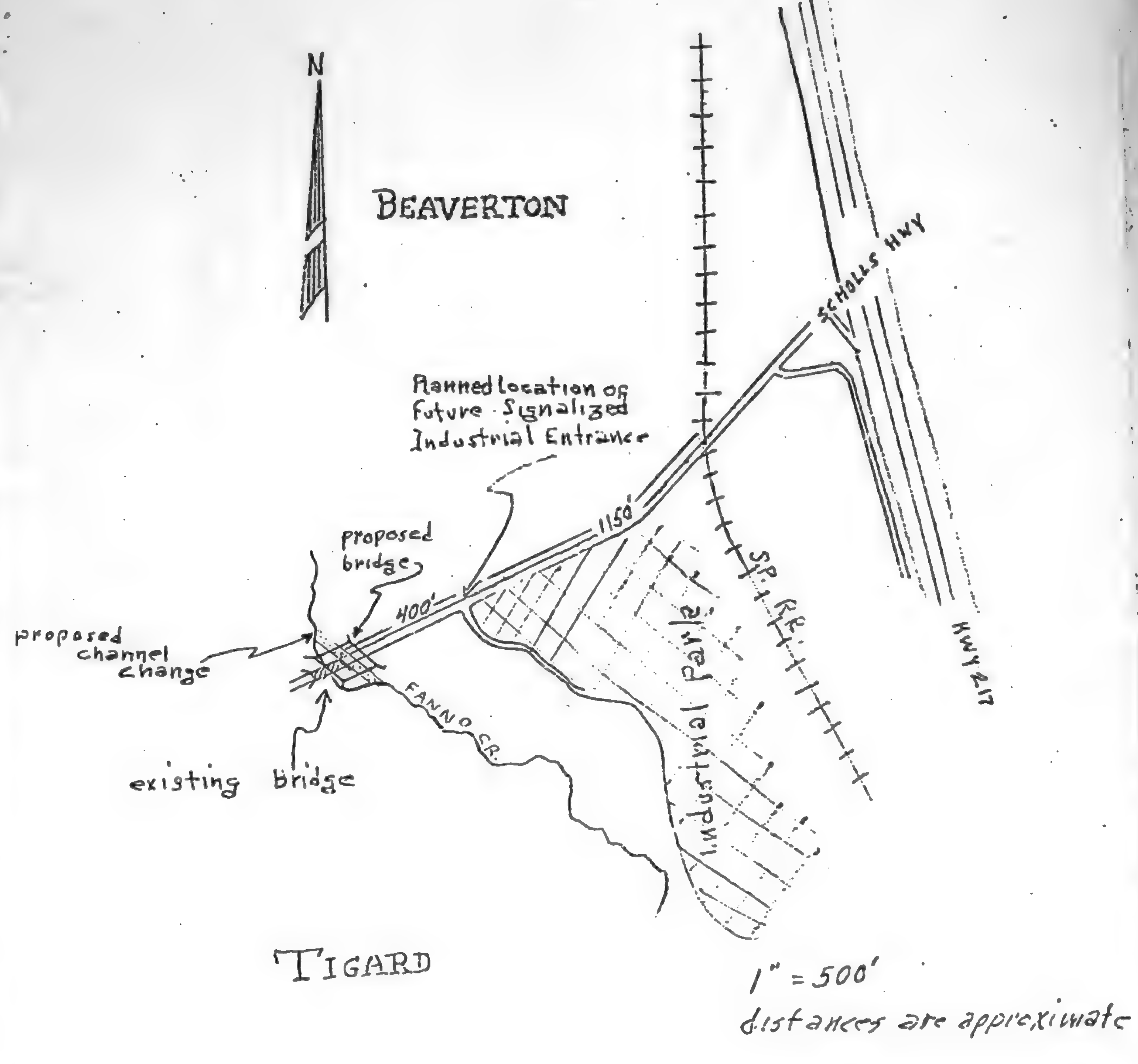
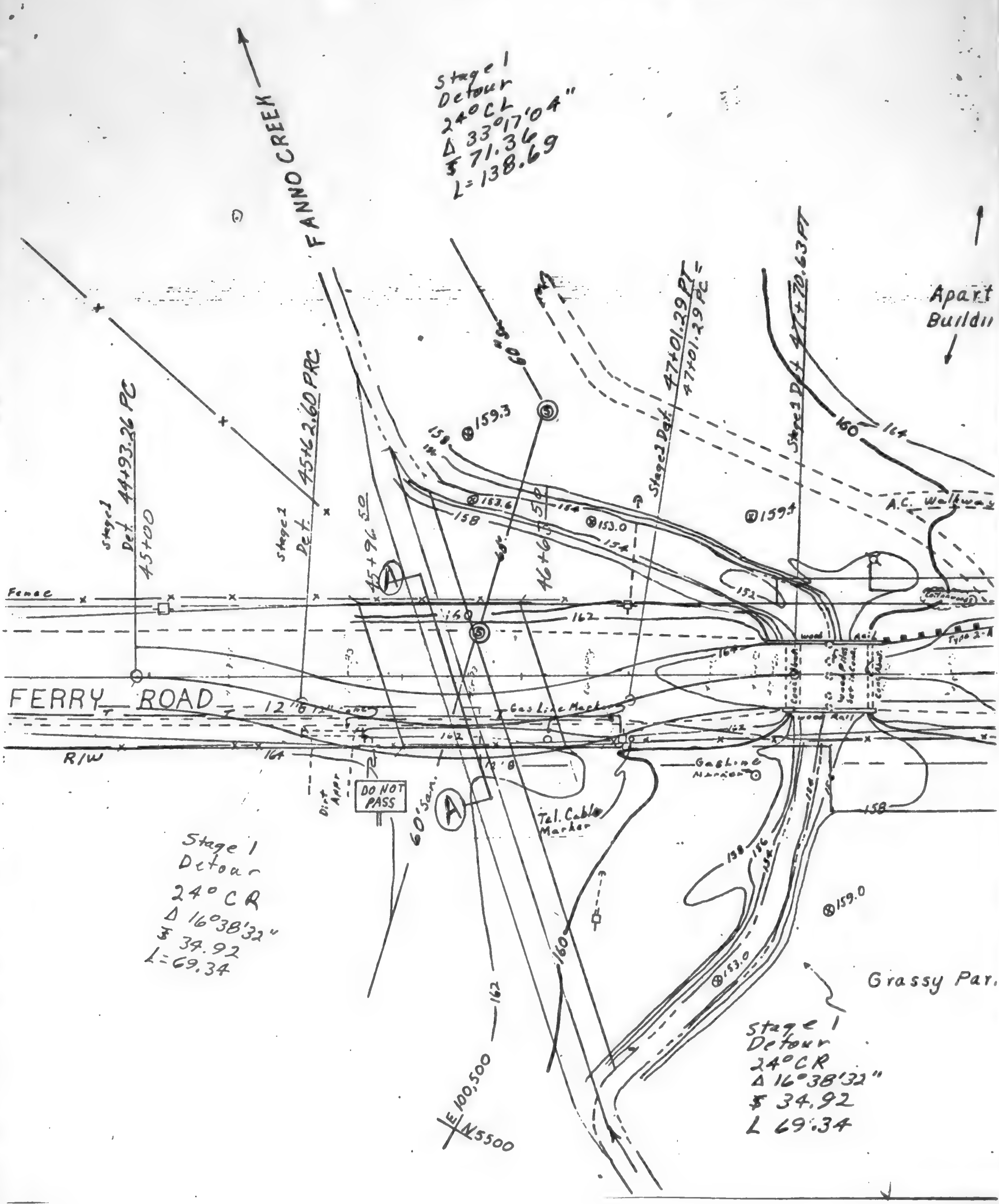
D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


N
BEAVERTON
SCHOLLS HWY
HWY 217
S.P. R.R.
Industrial Park
Planned location of
future Signalized
Industrial Entrance
1150'
400'
proposed
bridge
proposed
channel
change
existing bridge
FANNO CR.
TIGARD
1" = 500'
distances are approximate

NOTE:- Existing Bridge 12 - 12" I Beams


Stage 1
Detour
24° CL
Δ 33°17'04"
T 71.36
L=138.69
FANNO CREEK
Apart
Buildi
Stage 1 Det. 44+93.26 PC
45+00
Stage 1 Det. 45+62.60 PRC
45+96.50
46+63.50
Stage 2 Det. 47+01.29 PT
47+01.29 PC
Stage 3 Det. 47+70.63 PT
60'
⊗159.3
⊗153.6
⊗153.0
⊗159.5
158
154
152
160
164
162
A.C. Walkway
Cottonwood
Type 2-A
Wood Rail
Fence
FERRY ROAD
12"
Gas Line Marker
R/W
Dirt Appr
DO NOT PASS
A
60' San.
Tel. Cable Marker
Gas Line Marker
158
⊗159.0
⊗153.0
Grassy Par.
Stage 1
Detour
24° CR
Δ 16°38'32"
T 34.92
L=69.34
Stage 1
Detour
24° CR
Δ 16°38'32"
T 34.92
L 69.34
E 100,500
N 5500

9360

# PROJECT ASSESSMENT

BRS-9234 (-)

## PART 1. GENERAL INFORMATION

**A. Project Identification:**

**Date** March 19, 1979

**Section** Fanno Creek Structure

**Unit (if appl)**

**County** Washington

**City** Tigard/Beaverton

**Highway** Scholls Highway

**State Hwy. No.** 143

**Termini: M.P.(if appl)** 8.7

**Length** 880

**Region** I

**Construction Estimate** $500,000.e(4)
**Program Amount**

---

**B. Purpose of Project:**

To replace a narrow, deteriorating wooden structure over Fanno Creek, which is rapidly becoming inadequate to handle the high traffic and heavy truck volumes, which this fast-growing area is experiencing. Minor pothole problems on its surface and the condition of the structure itself constitute a hazard to traffic.

---

**C. Origin & History of Project:**

This is an old structure which has been widened in the past with I-beams supporting a wooden deck. Two years ago the surrounding area was open land. There are now 2,000 living units immediately west of it & 2300 more are planned nearby. The general area is experiencing explosive urbanization.

---

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Alignment: New ____ Existing X Combined ____

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Proposed: No. Lanes 4 ; Med. ____ ; Shldrs. ____ ; Parking No

Traffic: Existing Facility: Existing ADT 8,000 ; Projected ADT 15,000 ; Yr. 2,000

Existing Level of Service ____

Proposed Facility: Projected ADT 15,000 ; Yr. 2,000

Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels________
Yes, No

Acres 0.35 ; Type of Relocation Req. None ; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

Structure crosses Fanno Creek, which is about 20' wide at this point, bank to bank. The actual creek is about 8' - 12' wide and 6" - 2' deep. The creek will be directed through a new channel approximately 135' long. About 165' of old channel would be filled. No wetland is involved.

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

N/A

Other Descriptive Information or Comments:

According to the local fishery biologist Fanno Creek formerly supported anadromous fish runs. Today there is a small resident population of cutthroat trout. It is highly probably that continued development in the area will further degrade the quality of the stream as a fishery-Fanno Creek is a tributary of the Tualatin River which still supports coho, steelhead and cutthroat runs.

(Attach project sketch map.)

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Consequences: Negligible

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The channel change will be coordinated with Dept. of Fish and Wildlife.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

**6. Preliminary Identification of Areas of Critical Concern:**
Distance between the entrance to the industrial park and the bridge.

**7. Potential for Controversial Issues:**

N/A

**8. Potential for Consistency of Proposal With:**

**a. Clean Air Implementation Plans**
N/A

**b. Noise Standards**
A Noise Study would be required.

**c. Water Quality Standards**
There would be a temporary reduction of water quality during construction.

**d. Area Land Use and Transportation Plans, and Zoning**
N/A

---

C. Recommended Type of Action and Documentation:

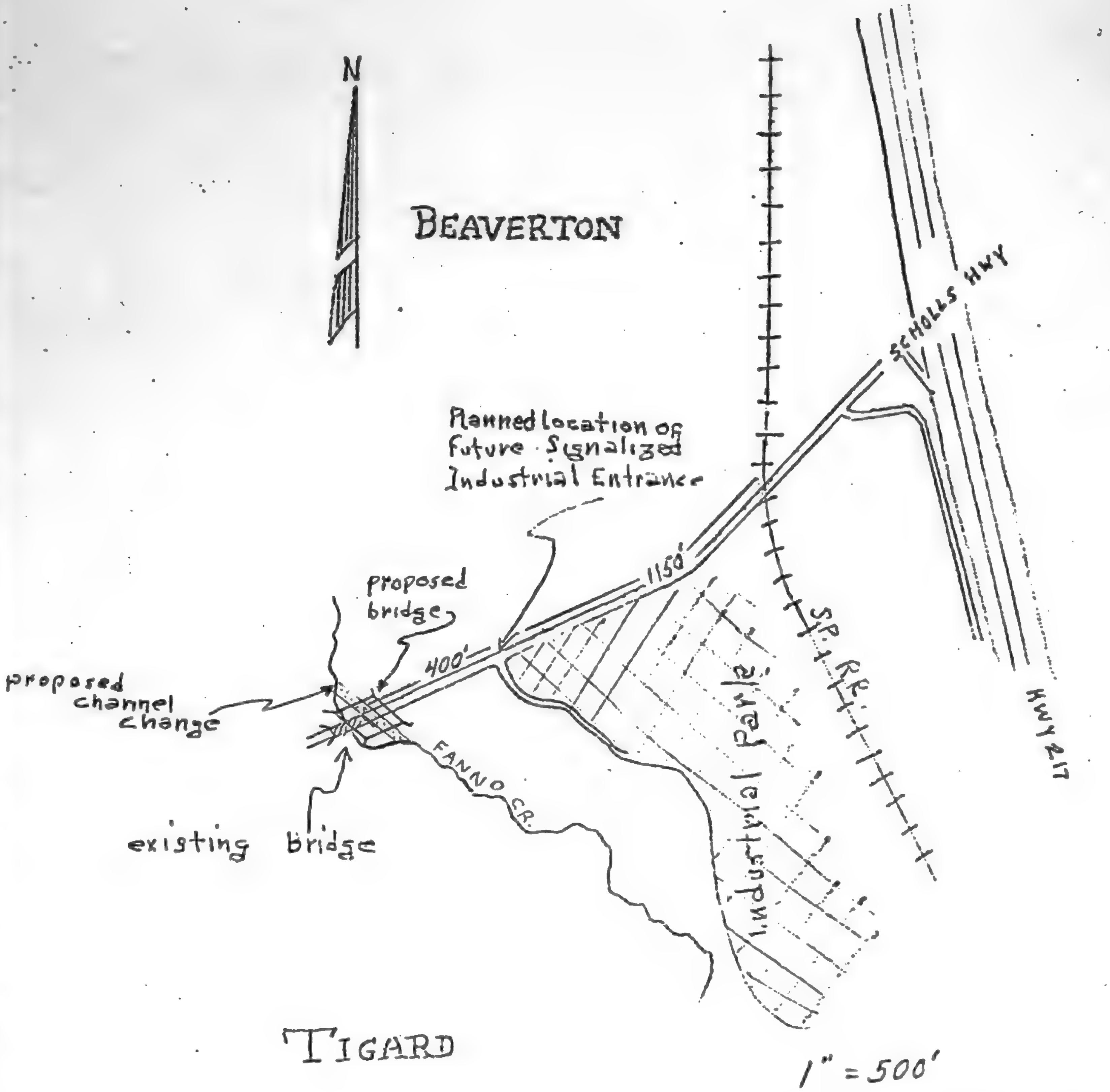
| -------------MAJOR ACTION------------------ | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | X ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

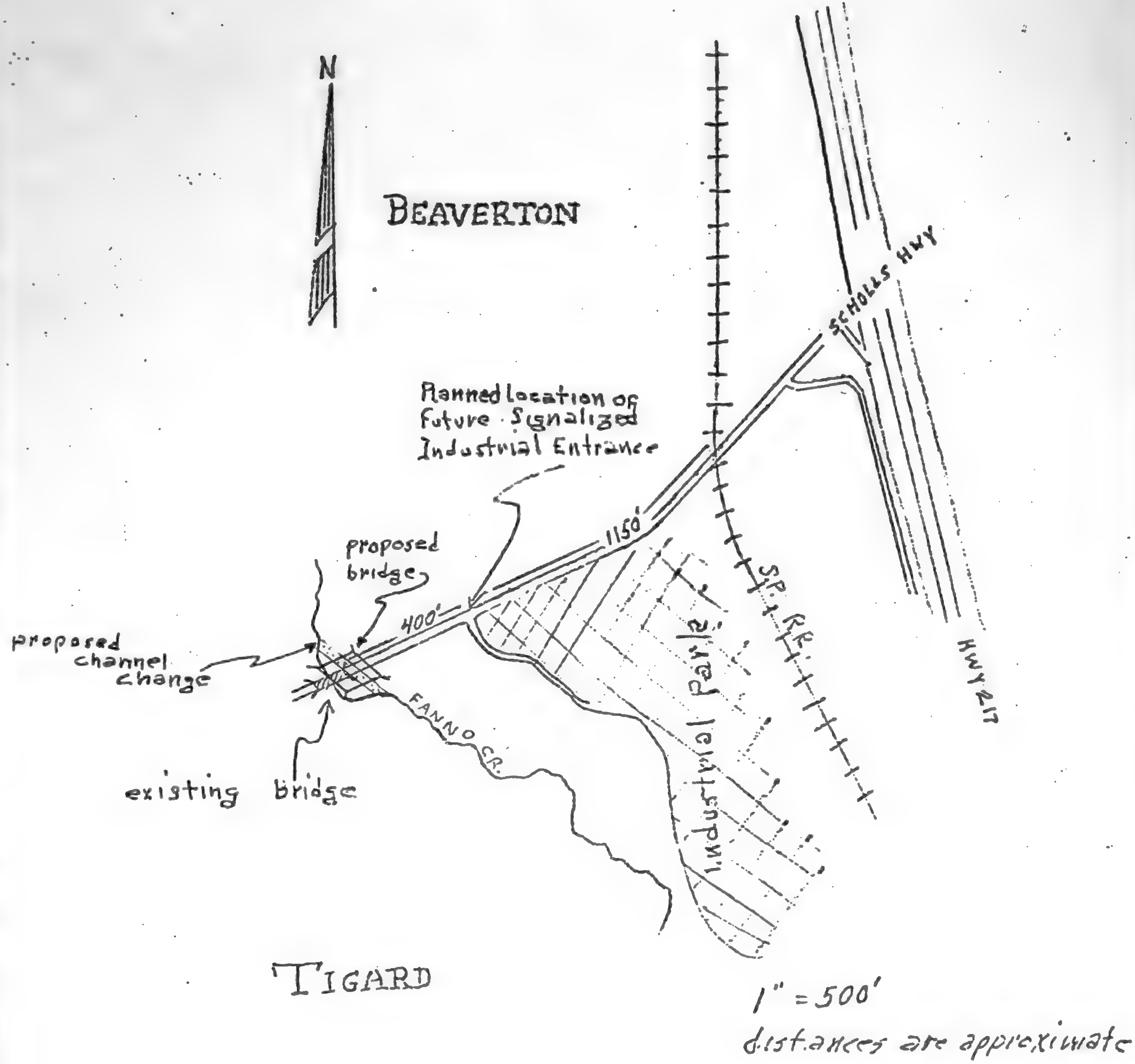
Because there would be only a limited or temporary impact on the human environment, it is recommended that this project be classified as Assessment Only. TSL

---

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


N
BEAVERTON
SCHOLLS HWY
Planned location of future signalized Industrial Entrance
1150'
proposed bridge
400'
proposed channel change
existing bridge
FANNO CR.
S.P. R.R.
Industrial park
HWY 217
TIGARD

1" = 500'
distances are approximate


N
BEAVERTON
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Planned location of future Signalized Industrial Entrance
1150'
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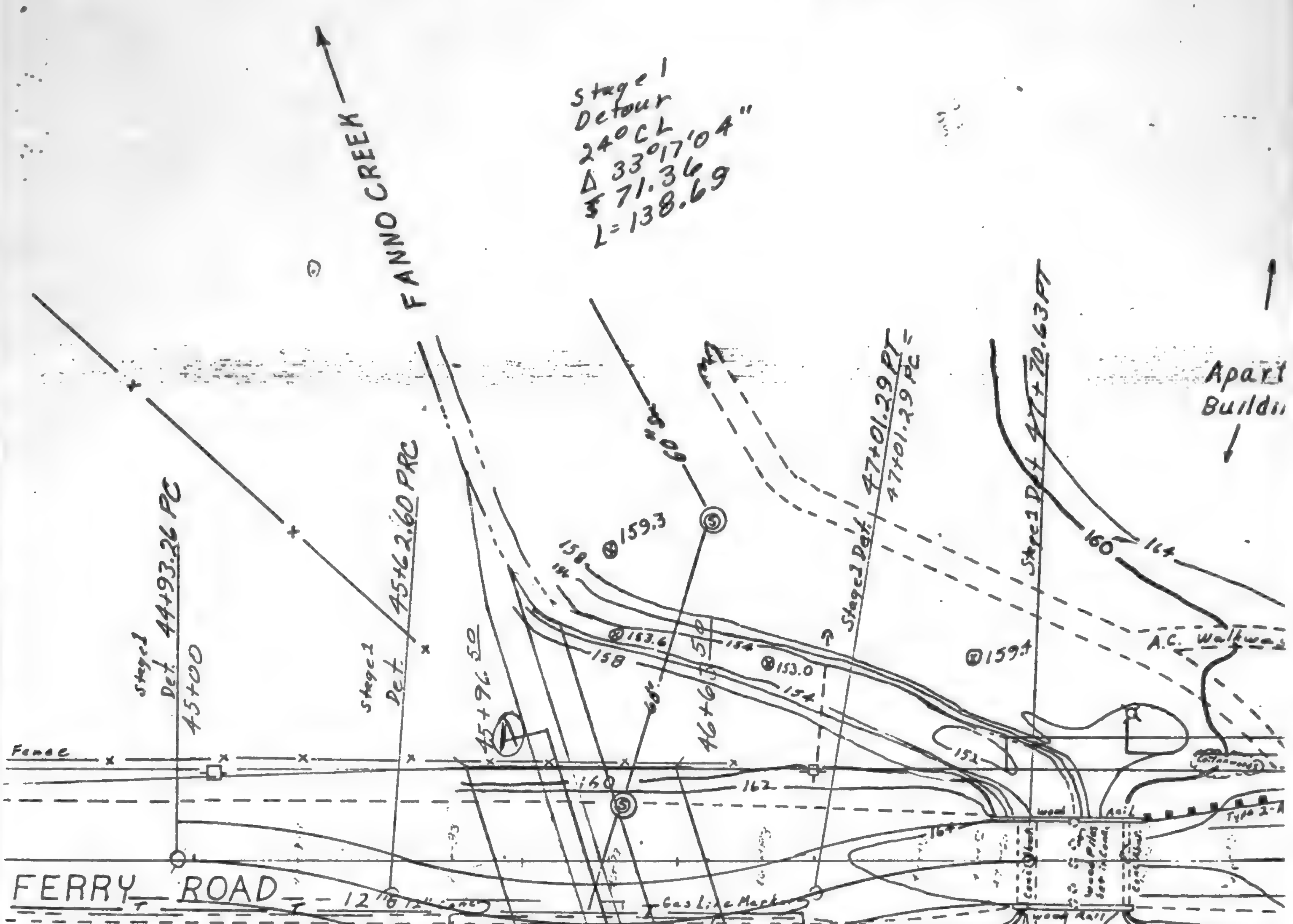
existing bridge
FANNO CR.
Industrial Park
S.P. R.R.
HWY 217
TIGARD
1" = 500'
distances are approximate

NOTE:- Existing bridge 12 - 12" I Beams


FANNO CREEK
Stage 1 Detour
24° CL
Δ 33°17'04"
T 71.36
L=138.69
Stage 1 Det. 44+93.26 PC
45+00
Stage 1 Det. 45+62.60 PRC
45+96.50
46+63.50
Stage 2 Det. 47+01.29 PT
47+01.29 PC
Stage 1 Det. 47+70.63 PT
Apart
Buildi
A.C. Walkway
Fence
FERRY ROAD
12" Gas Line
Gas Line Marker
R/W
DO NOT PASS
60' San.
60' San.
A
A
Tel. Cable Marker
Gas Line Marker
Wood Rail
Wood Rail
159.3
153.6
153.0
159.4
159.0
153.0
158
160
162
164
154
152
150
Stage 1 Detour
24° CR
Δ 16°38'32"
T 34.92
L=69.34
Grassy Par
Stage 1 Detour
24° CR
Δ 16°38'32"
T 34.92
L 69.34
E 100,500
N 5500

9360

Frank Terpin
Location Engineer

September 5, 1978

E. S. Hunter
Technical Services Engineer

Fanno Creek Bridge
Highway 143, M.P. 8.7

Replacement of the Fanno Creek Bridge at M.P. 8.7 on Highway 143 has been approved by Mr. Klaboe.

Please issue an Authority for Survey on State Construction Funds immediately.

By copy of this letter, I am requesting Walt Hart to work up the design as soon as his workload will allow.

The construction funding will either be State Construction or SBRP, depending upon the estimate and the amount of funds available under SBRP. That decision will be made at the time the project is ready for contract.

ESH:ja

Enc.

cc F. B. Klaboe
H. S. Coulter
Walt Hart
Ed Hardt
R. L. Schroeder

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August [illegible], 1978

M. W. Stovall

**FROM:** M. W. STOVALL
Region Maintenance Engineer

**SUBJECT:** FANNO CREEK BRIDGE
Highway 143
MP 8.7

**TO:** F. B. KLABOE
Chief of Operations

NOTED
H. S. COULTER

Attached is a letter from Bill Geibel, District Engineer, explaining the need for the replacement of the Fanno Creek structure on the Scholls Highway at MP 8.7.

This is one of the priority items listed on our request for State construction money. The contract will have to be a general highway contract rather than a General Services contract.

8-30-78
Fred. —
Recommend Proceeding with design. — Contract could be either normal or G.S. — Detail about the same. — When design is done, if we have SBRP funds, we could fund that way. — Structure is #14 on latest statewide priority list. —
Scott

MWS/gw

Attachment

cc: Schroeder
Geibel

RECEIVED
TECHNICAL SERVICES
AUG 31 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
AUG 16 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-16

Do you agree?

RECEIVED
DOT OPERATIONS
AUG 15 '78
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 30, 1978

John W. Sheldrake

**FROM:** John W. Sheldrake
Maintenance Operations Engineer

**SUBJECT:** Fanno Creek Bridge
Scholls Highway #143

**TO:** H. S. Coulter
State Highway Engineer

Maintenance recommends proceeding on this bridge replacement project if possible. The structure is number 14 on John Wood's latest statewide priority list; in addition, it is most certainly a "bottleneck" in a rapidly developing area.

Information copies of previous teletypes concerning "additional projects" are attached relative to this item.

A possible complication would be increased SBRP funding allowing FA replacement of the bridge.

JWS:mw

Attachments

RECEIVED
STATE HWY ENGR
AUG 30 '78
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cy FBK
8-30-78

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE-CORRESPONDENCE
District 2A - Sylvan
August 9, 1978

W W Geibel

FROM: W. W. Geibel
District Engineer

SUBJECT: Fanno Creek Structure
Replacement Request
Scholls Highway, M.P. 8.7

TO: Mike Stovall
Region Maintenance Engineer

The subject structure crosses Fanno Creek approximately one-half mile west of Highway 217 near Washington Square. This narrow structure occupies a stretch of highway that only two years ago was surrounded by agricultural land. This land is now undergoing staggering residential and commercial growth. The highway center line constitutes the northerly city limits of Tigard and the southerly city limits of Beaverton.

The present structure has a narrow 25 foot horizontal clearance. The left turn refuge required for the development immediately adjacent to the bridge tapers sharply to the structure. It is a wood structure that has been widened in the past with I beams supporting a wooden deck. This deck is starting to deteriorate and is causing minor pothole problems on the surface.

Immediately west of the structure there are 2000 living units either built or under construction. Twenty-three hundred more living units are in the planning stages and will probably be built within the next two years.

On the east side of the structure there is a 400,000 foot industrial park being planned on the south side of Scholls Highway. The property on the northeast corner of the structure is owned by Southern Pacific Transportation Company and there is good reason to believe that it is also being planned for industrial development.

All of these developments require roadway widening and the Fanno Creek structure will be a major constriction.

It is proposed that the structure be replaced with a 60 foot wide pre-stress slab span structure. This will accomodate two lanes, a left turn lane, and wide shoulders for bicycle traffic. It is also proposed the design be compatible for future widening either by contract or state forces for four lane operation.

WWG:sw

cc: Clair Kuiper
Ron Failmezger

DE RE RME RCE BE
TE RECEIVED RSM
UE AUG 10 1978 RSC
SO REGION I RBI
TO

MAINTENANCE
RECEIVED

JWS

9PDOLRO

MIL LRW MCE 10 3.08 PM 8-4-78

E L HARDT
INFO FRED KLABOE
H S COULTER

REGARDING YOU TT 11 THIS DATE.

SUNSET, MT HOOD, AND CLACKAMAS-BORING HIGHWAY OVERLAY PROJECTS ARE APPROVED. PROCEED--SUBMIT PURCHASE REQUISITIONS TO MAINTENANCE OFFICE FOR GENERAL SERVICES PROCESXXXX PROCESSING.

CLACKAMAS HIGHWAY PROJECT VICINITY EVELYN STREET PDXX PENDING YOUR RESUBMISSION TO KLABOE.

CLATSKANIE MAINTENANCE STATION SENT TO COMMISSION FOR APPROVAL.

FANNO CREEK BRIDGE SHOULD PROBABLY BE A FORMAL CONTRACT. REQUEST YOU SUBMIT THIS AS SUCH TO MR. KLABOE.

REMAINING $95,000 PENDING SUBMISSION.

TOTAL $1,390,000 IS NOT TO BE EXECXX SECEEDED.

LAST SENTENCE SHOULD READ-- TOTAL $1,390,000 IS NOT TO BE EXCEEDED.

X

XR
XXXPL
JOHN W SHELDRAKE
RB
0\$9$^{3}_{4}$49

8/4/78 Copy to FBK thru RLS
done

MAINTENANCE ENGR.
RECEIVED
AUS
M.E. A.M.E. A.M.E. O.E.
B.M.E. S.M.E.

9

MCE MIL 11 8-4-78 825AM

JOHN SHELDRAKE

REVISED LIST OF PROPOSED STATE CONSTRUCTION PROJECTS. THESE ARE IN ADDITION TO THE PREVIOUSLY APPROVED PROJECTS IN TT 7-11-78.

CLATSKANIE MAINTENANCE STATION REPLACEMENT SUBMITTED BY LETTER TO FRED KLABOE $270,000.

Pending CLACKAMAS HWY 171 MP 5.37 TO 6.15 IS BEING RESUBMITTED BY LETTER TO KLABOE $165,000.

✓ SUNSET HWY MP 29.6 TO 33.4 OVERLAY REDUCED TO 2" THICK 36 FEET WIDE --- CONTRACT $200,000.

✓ MT HOOD HWY NO.26 MP 98.8 TO XXX 101.8 OVERLAY REDUCED TO 2" THICK 40-48 FEET WIDE --- CONTRACT $190,000.

✓ CLACKAMAS-BORING HWY NO. 174 MP 6.7 TO 8.3 OVERLAY 2" THICK 32 FEET WIDE --- CONTRACT $80,000. THIS PORTION WILL BE WIDENED TO 32 FEET AND SHOULDERS PAVED BY STATE FORCES UNDER MINOR BETTERMENT PRIOR TO OVERLAY.

Contract REPLACE FANNO CREEK BRIDGE HWY 143 MP 8.7 --- CONTRACT $150,000. PRESENT TIMBER STRUCTURE HAS ROTTEN DECK. WIDEN TO ACCOMMODATE LEFT TURN MEDIAN FOR ADJACENT DEVELOPMENTS. PRESENT BRIDGE IS MUCH NARROWER THAN ROADWAY EACH SIDE.

THIS LEAVES $95,000 UNCOMMITTED MONEY FROM OUR ORIGINAL APPROVED $1,390,000 REQUEST. ADDITIONAL PROJECT WILL BE SUBMITTED TO COVER THIS.

Totals $1,055,000
Previous 240,000
"Appr." 1,390,000 — 1,295,000 = $95,000

MIKE STOVALL
CR --9

1981 Glencoe Rd. & W. Union Rd. 936
(N. Plains) Sec. of FAS Rts. A685
& A686. (Grad., pav. & struc.) #1

C+a 6469 September 6, 1978

9361

4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

11 - 26 - 79

FEDERAL AID PROJECT NO. R[illegible]A685(1) & RS-A686(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80233 & 80234

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ ☐

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-26-79

FEDERAL ROUTE NUMBER Secondary A685 & A686

STATE ROUTE NUMBER County Roads

GENERAL LOCATION:

Glencoe Road - West Union Road Section

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's October 22, 1979 letter you are now authorized to proceed with the work as shown above at a TEC of $14,000 - Federal participation limited to $12,441. (Project RS-A685(1) $4,500 and RS-A686(1) $10,000.)

DATE 11-26-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—721-918

9361

c.

# FINAL NEGATIVE DECLARATION

Glencoe Road - West Union Road
City of North Plains
Washington County, Oregon

Oregon Department of Transportation
and
Federal Highway Administration

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# FOREWORD

The draft negative declaration for the subject project was released for public review and agency comment July 2, 1979, and no comments were received. A public hearing was held Autust 16, 1979, and was attended by thirty-six people. Several written comments were received, but none pertained to the environmental impact of the proposal. Response to comments made at the hearing are contained in Appendix F. The build alternative evaluated in the draft negative declaration is being advanced for design approval in this document. Design approval will allow right-of-way acquisition to proceed and final project plans, specifications and estimates to be prepared.

## SUMMARY

Realignment of Glencoe and West Union Roads would replace a dangerous, substandard railroad overcrossing with an at-grade crossing, permit the replacement of the deteriorated West Union Road bridge across McKay Creek at a minimum cost, and eliminate a substandard railroad undercrossing. An improved intersection at Glencoe Road and Commercial Avenue would better serve truck traffic and be safer.

Impacts to the natural environment would include the loss of about 1.2 acres of woodland habitat. This would be somewhat offset by the return of about a half acre of nearby bottomland through the removal of the McKay Creek bridge embankment. Approximately another three-quarters of an acre of open land might be restored by the abandonment of the old alignment of Glencoe Road.

Six parcels of land would be required for right-of-way, with one relocation required. There would be no adverse noise impacts or changes in land use induced by the project.

Impacts are summarized in detail in Table 6 at the end of this document.

## HISTORY AND SITUATION

The proposed project, which combines two earlier projects, has been under consideration since 1975. It involves realigning a section of Glencoe Road in the eastern part of the small town of North Plains (Washington County) and a portion of West Union Road lying east of the the town. The project has two principal aspects; it would replace a

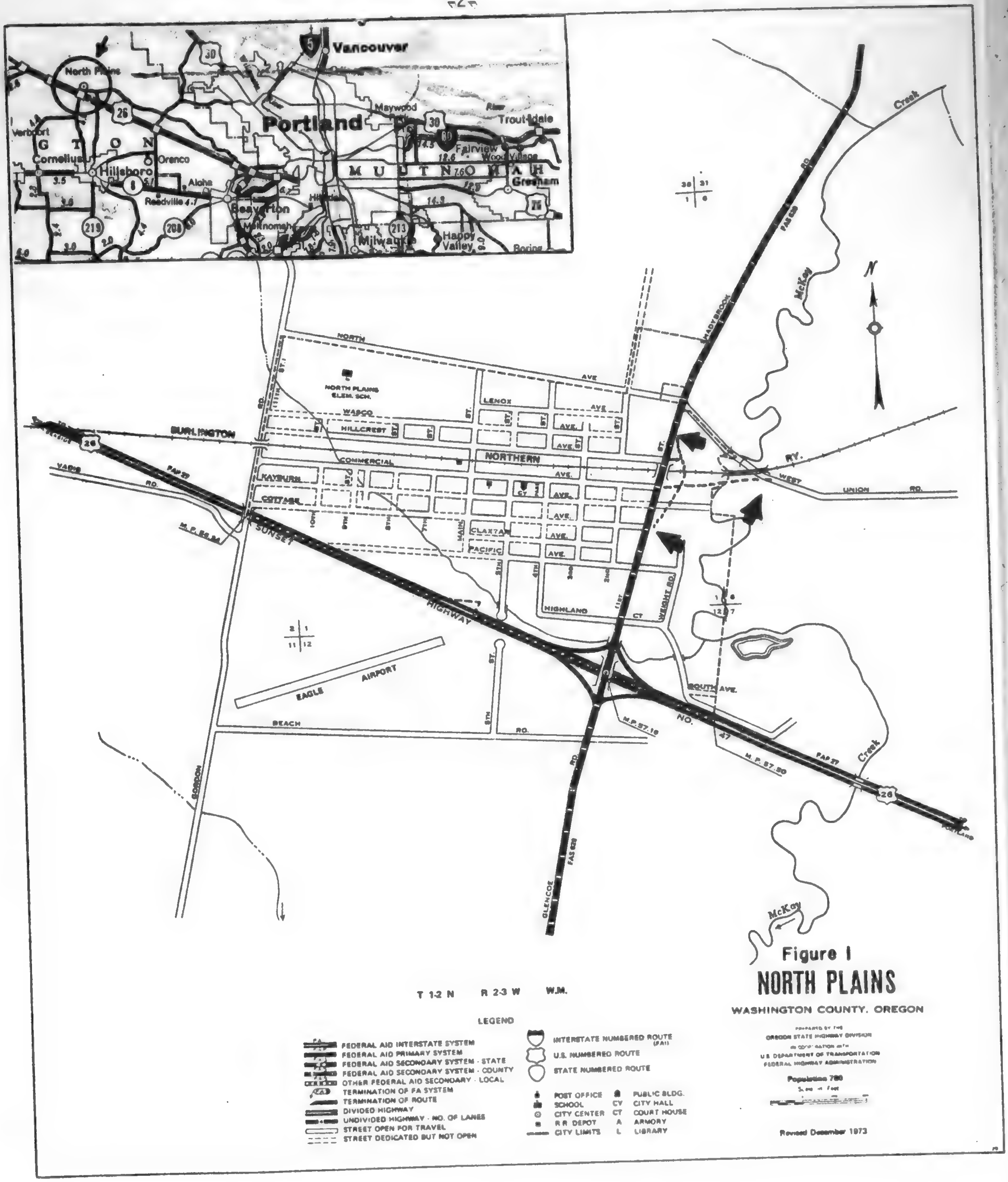

North Plains
Vancouver
5
30
26
Portland
Maywood
Troutdale
Fairview
Wood Village
Gresham
Verboort
Cornelius
Hillsboro
Orenco
Aloha
Reedville
Beaverton
Hillsdale
Multnomah
Milwaukie
Happy Valley
Boring
M U L T N O M A H
G T O N
8
219
208
213
80
NORTH
AVE
NORTH PLAINS ELEM. SCH.
LENOX
WASCO
HILLCREST
BURLINGTON
NORTHERN
COMMERCIAL
RY.
WEST
UNION
RD.
KAYBURN
COTTAGE
CLAXTAR
PACIFIC
HIGHLAND
CT
WRIGHT RD.
SOUTH AVE.
SUNSET
HIGHWAY
NO. 47
FAP 27
M.P. 56.34
M.P. 57.19
M.P. 57.50
VADIS RD.
EAGLE AIRPORT
BEACH RD.
GORDON
GLENCOE RD.
FAS 628
HELVETIA RD.
MAIN
McKay Creek
Creek
PORTLAND
N
T 1-2 N R 2-3 W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet

Figure I

## NORTH PLAINS

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 780

Revised December 1973

railroad overpass with an at-grade crossing and would also replace a deteriorated bridge over McKay Creek and eliminate a railroad undercrossing.

The overpass on Glencoe Road is a timber structure, built in 1930. It has both severely limited sight distance and inadequate width. The McKay Creek Bridge (about 220 feet long) is also built of timber and was erected in 1936. The undercrossing on West Union Road is substandard in both horizontal and vertical clearance.

North Plains has a population of about 850. It is 15 miles from North Plains to Portland via U.S. Highway 26. The town has easy access to Highway 26 which forms its southern boundary. Glencoe Road leads to Hillsboro, which is the County Seat, four miles to the south.

The Burlington-Northern railroad runs east and west through the center of town. Glencoe Road crosses over the railroad between Commercial and Hillcrest Avenues. West Union Road crosses under the railroad about 1,000 feet east of Glencoe Road, crosses McKay Creek, and joins Glencoe Road about 750 feet north of Hillcrest Avenue (See Figure 1). Two trains a day pass along this railway section.

North Plains is surrounded by farmlands. The principal crop in the area is soft, white wheat. 60,000 tons of it pass through the town's two granaries annually. Most of it is shipped to Asia via the Port of Portland. Through the peak of the harvest in August, some 400 wheat-laden farm trucks come into town daily.

Much of the farm traffic going to and from town, school buses, and other auto and locally generated truck traffic, pass through the area of the proposed project. Glencoe Road carries the bulk of it, but local restrictions on the overpass force many heavy trucks to detour through town.

The Oregon Transportation Commission approved funding for the Glencoe Road railroad crossing in July 1975. Replacement of the McKay Creek Bridge was approved in February 1976. Consolidation of the two projects provides a better solution to the engineering and traffic problems involved. The present proposal was approved in January 1978. The only alternative considered is the No-Build.

## PROJECT PURPOSE

The purpose of the project is two-fold. One purpose is the elimination of the dangerous Glencoe Road overcrossing of the Burlington Northern railroad. The other is the replacement of the worn out McKay Creek Bridge on West Union Road. The bridge was closed to traffic in mid-1979.

A secondary purpose has become evident. This is the elimination of the substandard railroad undercrossing on West Union Road by locating the new McKay Creek Bridge downstream from the railroad trestle which forms the undercrossing. This is readily evident in Figure 2b.

It is both economically impractical and from a traffic circulation standpoint - undesirable, to build a new Glencoe Road overcrossing at the existing site.* Replacement would cost an estimated $500,000. This is about 60 percent of the funds available for the entire project.

If built to current standards, with a six percent grade, a new overcrossing, with fills, would be about 1,200 feet long. This would bury both the Commercial and Hillcrest Avenue intersections. On the south, the fills would extend about 355 feet beyond Commercial Avenue, and on the north about 400 feet beyond Hillcrest Avenue. Commercial Avenue is the only east-west through street in North Plains. Hillcrest Avenue is the second most important east-west route, although it does not go through to Gordon Street on the west (See Figure 1).

---

* See Appendix B for official correspondence concerning the merits of an at-grade crossing.

Sealing off Commercial Avenue would make it impossible to link it up with West Union Road to the east. This would prevent the planned elimination of the West Union Road undercrossing and force replacing the McKay Creek Bridge with a longer, more costly structure at the present bridge site.

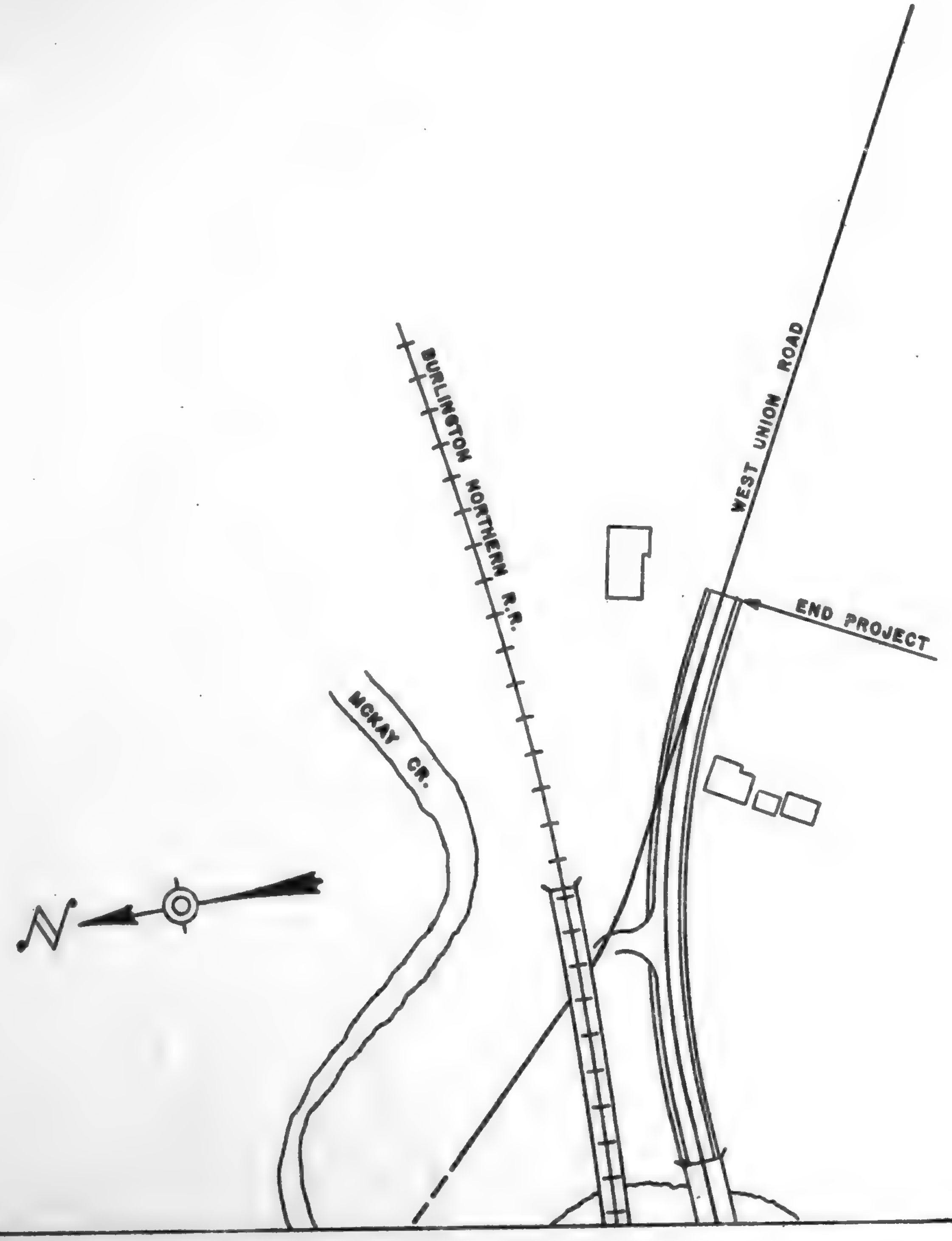
## PROJECT DESCRIPTION

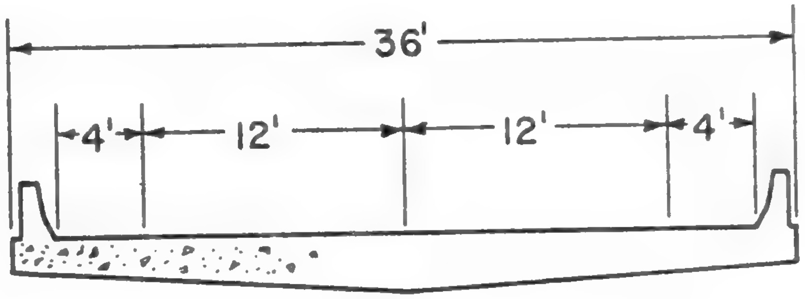
Horizontal Alignment - The centerline of Glencoe Road would be shifted eastward a maximum of about 165 feet between Cottage Avenue and the existing intersection of Glencoe Road and West Union Road. The centerline of Hillcrest Avenue would be extended eastward and realigned slightly to the north to form a new intersection with Glencoe Road about 135 feet east of the present intersection. The intersection of Commercial Avenue and Glencoe Road would be shifted about 155 feet to the east. At that point the roadway would continue generally eastward as the new alignment of West Union Road. After crossing the creek on a new bridge the new alignment of West Union Road would join its old alignment about 200 feet east of the Burlington-Northern railroad trestle. Figures 2a. and 2b. show the alignments and details of the proposed project.

Figure 2a

Eastern Portion of Proposed Glencoe Road — West Union Road Realignment. Only the Centerlines are Shown on Existing Roads.

Scale: 0' 100' 200' 300'


BURLINGTON NORTHERN R.R.
WEST UNION ROAD
END PROJECT
MCKAY CR.
N



TYPICAL CROSS-SECTION

Proposed McKay Creek Bridge

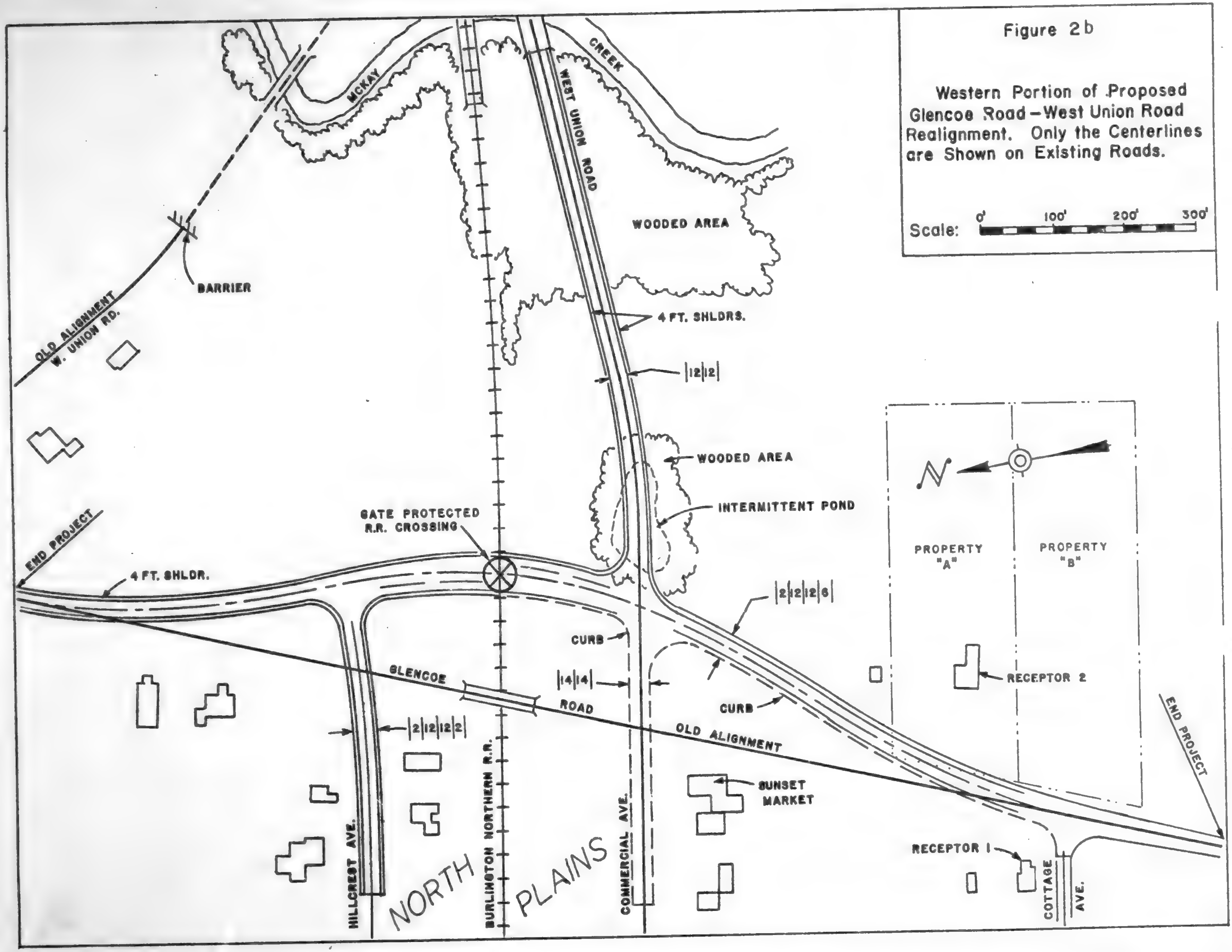

OLD ALIGNMENT
W. UNION RD.
BARRIER
MCKAY
CREEK
WEST UNION ROAD
WOODED AREA
4 FT. SHLDRS.
|12|12|
WOODED AREA
INTERMITTENT POND
GATE PROTECTED
R.R. CROSSING
END PROJECT
4 FT. SHLDR.
|2|12|12|6|
CURB
|14|14|
GLENCOE
ROAD
OLD ALIGNMENT
CURB
|2|12|12|2|
HILLCREST AVE.
NORTH
BURLINGTON NORTHERN R.R.
PLAINS
COMMERCIAL AVE.
SUNSET
MARKET
PROPERTY
"A"
PROPERTY
"B"
N
RECEPTOR 2
RECEPTOR 1
COTTAGE
AVE.
END PROJECT
Scale: 0' 100' 200' 300'

Figure 2b

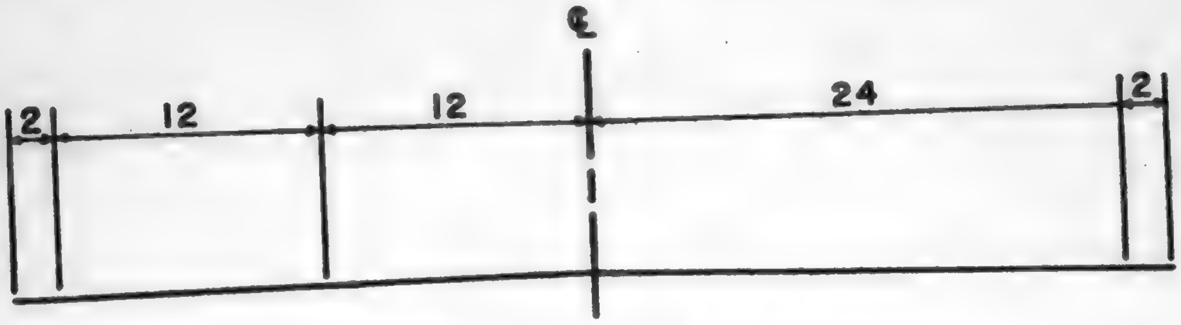
Western Portion of Proposed Glencoe Road – West Union Road Realignment. Only the Centerlines are Shown on Existing Roads.

Glencoe Road would cross the railroad at a gate-protected at-grade crossing about 165 feet east of the existing overpass. The existing bridge over McKay Creek on West Union Road would be replaced with one about 225 feet to the south on the new alignment. The new bridge, probably a precast beam type, would be about 100 feet long. A cross-section of the bridge is shown in Figure 2b. Its overall width would be 36 feet with two 12-foot travel lanes and four-foot shoulders. It would be located about 80 feet south of the railroad trestle.

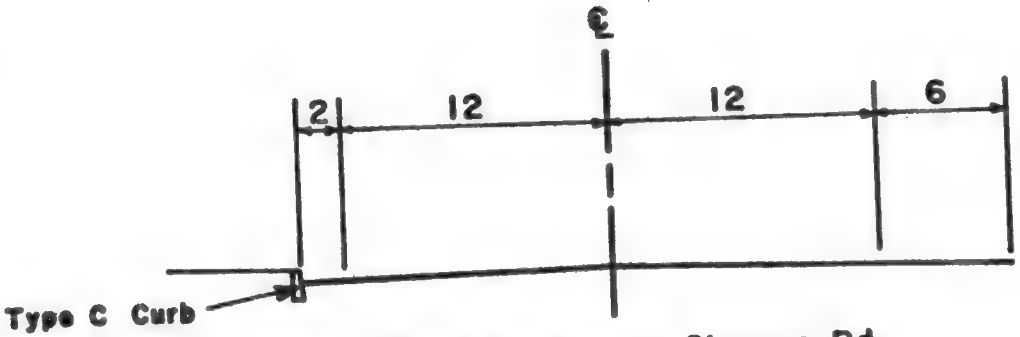
About 600 feet of the old alignment of West Union Road would remain west of the creek after the old bridge was removed. At its east end it would terminate in a dead end with a permanent barrier.

Although the project would consist of about 3900 linear feet of new travel surface, only about 2870 feet of this would be new alignment. Width of most of the new alignment would be two 12-foot travel lanes with four foot paved shoulders. Along Glencoe Road, between Commercial Avenue and Hilcrest Avenue, the width would range up to 52 feet. This would provide two 12-foot wide northbound truck and bus stopping lanes, plus 2-foot shoulders, south of the tracks, and two similar lanes southbound, north of the tracks (see Figure 3 for typical sections).

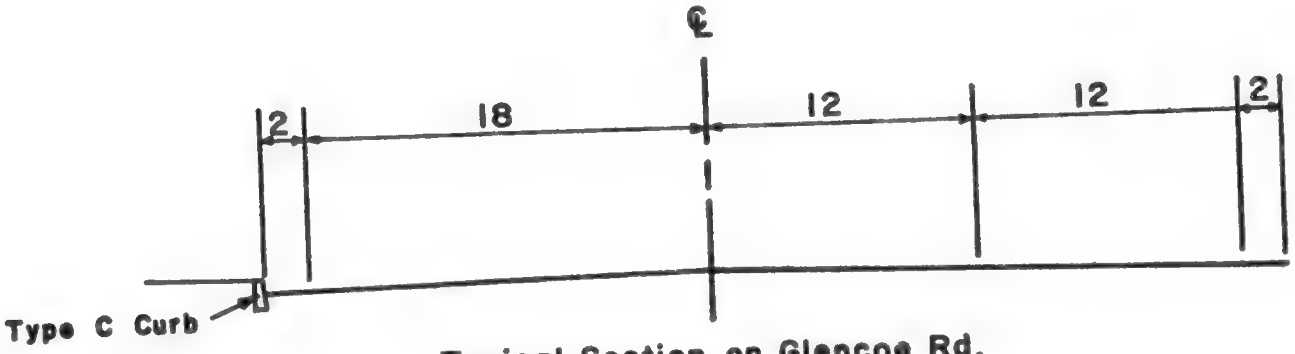
Commercial Avenue would be 28 feet wide with two 14-foot travel lanes between curbs to the point where it tapers to match the existing width of 22 feet. The new intersections of Commercial and Hillcrest Avenues with Glencoe Road would have a turning radius of 55 feet, which would accommodate the longest trucks which might use them.



Typical Section Just N. of RR
on Glencoe Rd.


℄
2
12
12
6
Type C Curb

Typical Section on Glencoe Rd.
Between Cottage & Commercial Aves.


℄
2
18
12
12
2
Type C Curb

Typical Section on Glencoe Rd.
Just North of
West Union / Commercial Intersection

Figure 3

Typical Sections of Proposed
Glencoe Road Realignment
( refer to figure 2a )

Bicycle paths are not planned as part of the project. Construction of a bike path would not link up with, or extend any existing paths. If desired, the proposed bridge could accommodate a bikepath in the future.

Vertical Alignment - The grades on the new alignment of Glencoe Road would be from south to north, a downhill 2.7 percent between Cottage Avenue and the railroad, and an uphill 3 percent from the railroad northward to the point where the old alignment would be rejoined. The ascents on the approaches to the existing railroad overpass are 5.8 percent from the south, and 8 percent from the north. The proposed extensions of Hillcrest and Commercial Avenues towards a realigned Glencoe Road would both have a downhill grade of 6 percent. West Union Road would descend from Glencoe Road eastward to the bottomland near McKay Creek at a 5 1/2 percent grade, then rise at a gentle 1 1/2 percent to rejoin its old alignment.

Sight distances on the new alignments or extensions of existing roads in the proposed project would equal or exceed accepted safety standards. The design speed is 35 MPH.

Runoff from the paved surfaces of the proposed project would be directly to adjacent surface drainage.

Fill and Borrow Materials - The old right-of-way of Glencoe Road would be stripped of its pavement and the overpass structure over the railroad would be removed. The existing fill would be used to smooth the hillside contours between this old right-of-way and the new, and for fill on the new alignment of West Union Road. Because of its unsafe condition the county has closed the existing McKay Creek bridge, and thereby closed West Union Road. This has made available about 3500 cubic yards of fill for the proposed realignment of West Union Road and the embankment of the replacement bridge. About another 2500 cubic yards from a borrow area near the site would also be needed. Land in the areas where the old fill has been removed would be seeded with native grasses and mulched. The approximate cost of the proposed project is currently estimated to be about $845,000.

The removal of the old bridge and fill are necessary in order to avoid adding fill in the flood plain above the existing volume. A preliminary hydraulic report, beginning on page 12, analyzes the impact of the project upon the McKay Creek floodplain. A final study will proceed actual construction.

## EXISTING SETTING AND IMPACTS

### Topography and Geology

Topography - Glencoe Road parallels the course of McKay Creek through the length of the project. It runs along a ridge which forms the westerly lip of the shallow McKay Creek Valley. At the south terminus of the project, Glencoe Road is at an elevation of about 200 feet, rises to about 208 feet at its intersection with Commercial and Hillcrest Avenues, and drops to about 190 feet at the north terminus of the project. The high point of the overpass over the railroad is about 217 feet.

At track level below the overpass the elevation is about 191 1/2 feet.

From Glencoe Road the land undulates downward to the east towards the creek. The banks of the creek at the point where the proposed relocation of West Union Road would cross are at about 160 feet. Where the proposed new alignment would join the existing West Union Road the elevation is about 176 feet. The 100 year floodplain elevation is about 171 feet.

The wooded area along McKay Creek lies in the floodplain. It contains some weak soils which could cause settlement of approach fills. Additional foundation information would be required before a new bridge could be built. This information would require drilling exploratory holes, using power equipment.

## Preliminary Hydraulic Study

In evaluating the hydraulic impact of a new bridge, a three-span structure with 2:1 end slopes was assumed as the replacement. It was determined that a 100-foot long structure with a waterway opening of 860± square feet will create a design highwater elevation of 169.4 feet (MSL) including 0.5 foot of backwater at the proposed site. The proposed profile grade as submitted with the preliminary information for the West Union Road realignment is suitable and allows no roadway overflow. A floodplain map of the existing condition is shown in Figure 4.

Construction of the proposed project will shift the backwater to a point 450 feet downstream from the existing bridge. Because of the floodplain side slopes, this shifted backwater will flood only a small additional area between the existing bridge and the proposed bridge.

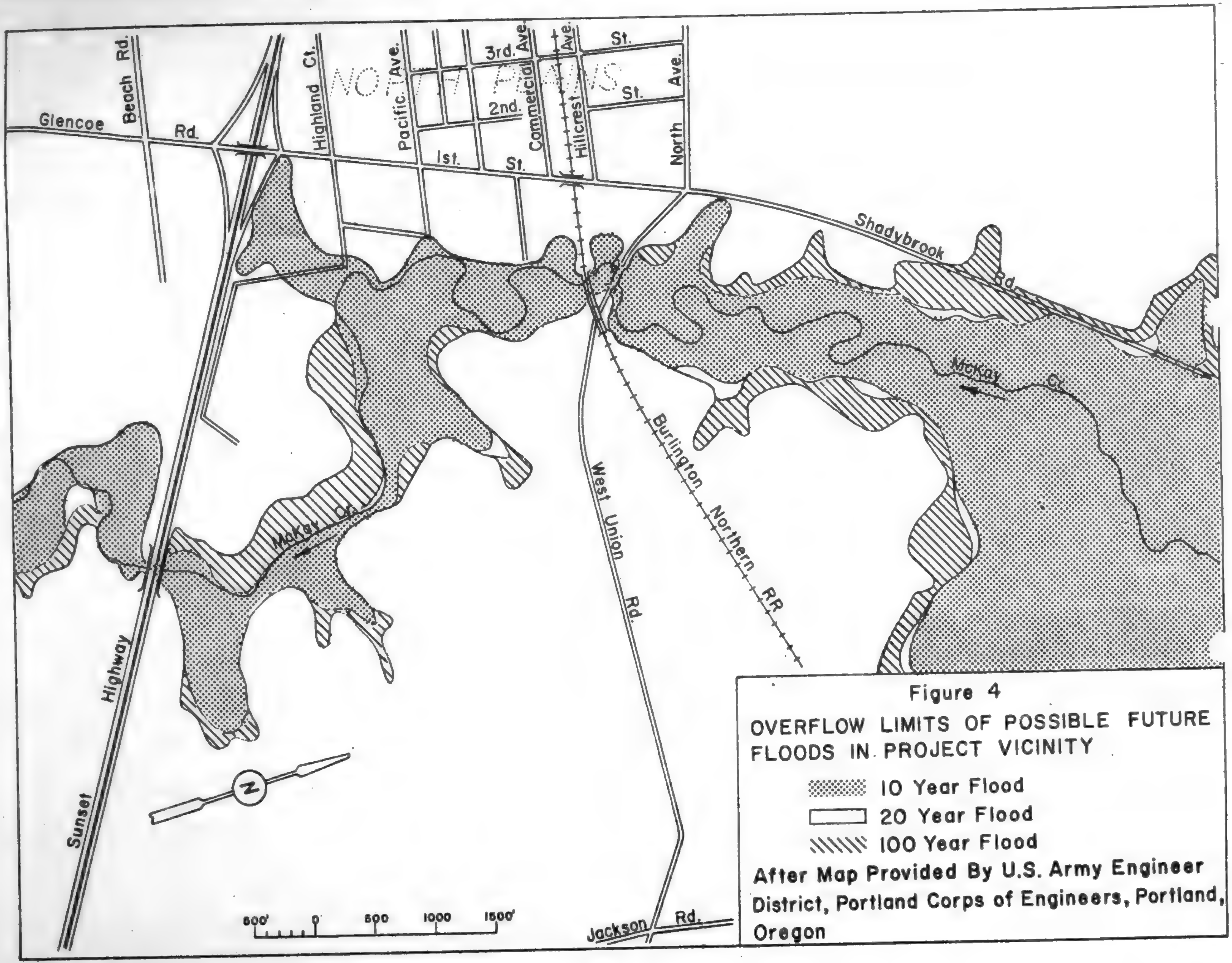

Glencoe Rd.
Beach Rd.
Highland Ct.
Pacific. Ave.
3rd. Ave.
2nd.
Commercial Ave.
Hillcrest Ave.
St.
St.
North Ave.
1st. St.
NORTH PLAINS
Shadybrook Rd.
McKay Cr.
McKay Cr.
Sunset Highway
West Union Rd.
Burlington Northern RR
Jackson Rd.
N
600' 0 500 1000 1500'
▨ 10 Year Flood
☐ 20 Year Flood
▧ 100 Year Flood

Figure 4

OVERFLOW LIMITS OF POSSIBLE FUTURE FLOODS IN PROJECT VICINITY

After Map Provided By U.S. Army Engineer District, Portland Corps of Engineers, Portland, Oregon

There are no residents closer than 150± feet of the 100-year flood zone.

Upstream, along the northwest end of the existing bridge, there are several buildings close to the 100-year flood zone. Removal of the existing bridge and approach fills will reduce the highwater 1.0 foot. Because of a flatter floodplain side slope in this area, this highwater reduction represents a greater reduction of the 100-year flood zone and improves the condition close to the buildings.

Removal of the existing bridge, or removal of the existing bridge and approach fills will drop the highwater elevation to 170.2 feet (MSL) and 169.8 feet (MSL) respectively at the reference section.

Riprap - The fill slopes should be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket would not be required. The riprap should be placed in a toe trench.*

## Land Use and Right-of-Way

Glencoe Road is North Plains' most heavily traveled route. Commercial Avenue, from its intersection with Glencoe Road is the second most heavily traveled. This travel pattern, and the location of the railroad have determined the existing development pattern of the town. Its present zoning, which will not be replaced with a new comprehensive plan until 1980, also reflects these influences (See Figure 5).

South of the railroad overpass the existing land use on Glencoe Road is a mixture of small retail businesses and private residences. 600 feet east of Glencoe Road in this section there is a large migrant labor camp with about 45 cabins. They are occupied only during the summer months. All of this area south of the tracks and adjacent to the project site is zoned 'commercial'. The one exception is between Commercial Avenue and the tracks on the west side of Glencoe Road. This lot, although presently residential, is zoned 'industrial'.

---

* The original hydraulic report from which the foregoing was taken is included as Appendix D of this Negative Declaration.

North of the tracks a relocated Glencoe Road and the extension of Hillcrest Avenue would cross one corner of a hayfield which is zoned for residential use.

The fallow field where the Glencoe Road and West Union Road and Commercial Avenue intersection would be built is zoned 'commercial'. The proposed new alignment of West Union Road running easterly from this intersection to the creek (which is the city limit) would cross an undeveloped area zoned 'residential'. About midway along this alignment the road would cross the 171-foot elevation line which marks the 100-year floodplain. For about 400 feet from this point to the creek, the alignment would pass through a wooded bottomland.

After bridging the creek, the new alignment of West Union Road would traverse about 300 feet of active farmland before rejoining its old alignment. Just before this eastern terminus of the project, there is an old house within the proposed right-of-way which would be removed.

East of the creek, part of the new alignment is in an area zoned 'natural resource area' in the draft Washington County Comprehensive Framework Plan. East of the railroad undercrossing it is in 'rural intermediate' - a planning designation used for low density commercial and industrial areas which lack the support of urban-type facilities.

There are a dental supply plant, a recreational vehicle yard, and a cabinet shop along West Union Road just east of the project terminus. It is probable that no further non-farm development will be permitted in this zone.

Impacts - The proposed project would convert to right-of-way about 5 acres of land with Class II soils. About 4 acres of this is within the city limits and zoned for future development. Most of the one acre remaining lies east of McKay Creek in the county lands zoned, 'natural resource area.'

About eight-tenths of an acre of the wooded bottom land (shown in Figure 2a) within the city limits of North Plains would be converted to right-of-way. This land is zoned 'residential.' However, this previously undisturbed Oak woodland would probably never be developed, as it lies within the 100 year floodplain. Another wooded patch of about 0.4 acre would also be converted. About one and one quarter acres of present travel surface and right-of-way would be returned to a natural state as portions of existing roads are abandoned.

Six parcels of land would be acquired for right-of-way for the project totalling 5.12 acres, and two temporary construction easements totalling 0.80 acres would also be required. The old house on West Union Road would be acquired and demolished. This would involve some type of relocation costs. A septic tank drain field within the proposed right-of-way would have to be relocated at state expense.

All property acquisitions, relocations, and compensations will be conducted in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," U.S. Department of Transportation Order 5620.1, and applicable state relocation laws.

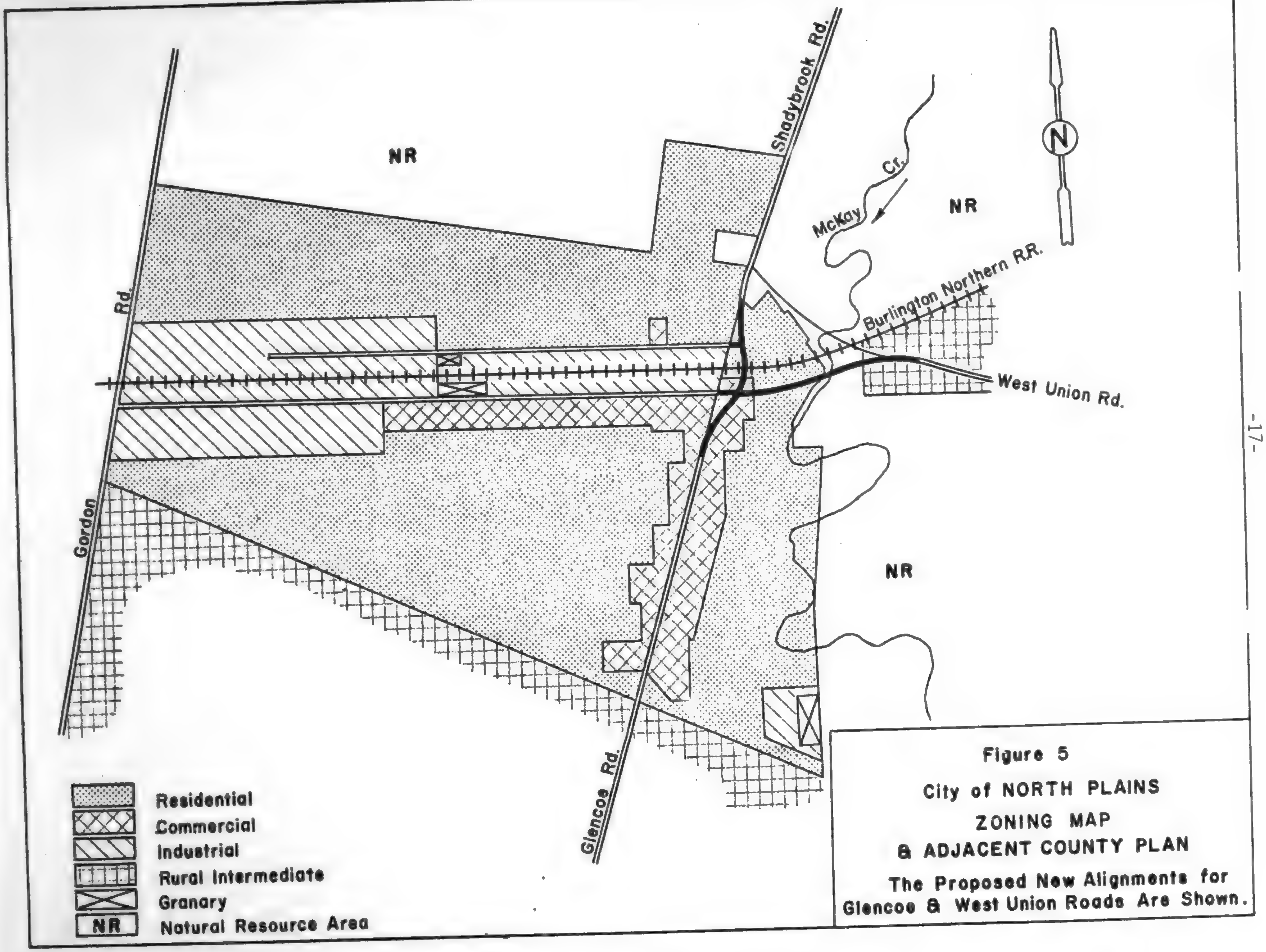

NR
NR
NR
NR
Shadybrook Rd.
McKay Cr.
Burlington Northern R.R.
West Union Rd.
Gordon Rd.
Glencoe Rd.
N
▒ Residential
▨ Commercial
▧ Industrial
▥ Rural Intermediate
☒ Granary
NR Natural Resource Area

Figure 5

City of NORTH PLAINS

ZONING MAP

& ADJACENT COUNTY PLAN

The Proposed New Alignments for Glencoe & West Union Roads Are Shown.

## Natural Environment and Impacts

Of the approximately 2900 feet of new alignment of Glencoe and West Union Roads all but about 600 feet would lie in fallow or in-use farm land. 400 feet of this would be in the dense, oak woodland along the realignment of West Union Road. The 90 foot wide right-of-way, if all is cleared, would eliminate about 0.85 of an acre of this woodland.

The area involved contains scores of medium sized Garry oak and alders, some black oak, a few big leaf maple, hawthorn, Oregon Ash, Oregon Grape, a few sword fern and Himalayan Blackberry. In some places the understory of the woods supports heavy thickets of wild rose and Indian plum. Along the banks of McKay Creek, there are alders, blackberry, and willow.

With construction, this habitat for birds and small mammals would be lost. However, with the removal of the embankment of the old bridge, approximately half an acre might eventually be returned to wooded bottom land.

To the west of this woodland, between the creek and Glencoe Road, the new alignment of West Union Road would pass through a wooded patch surrounding an old, apparently man-made pond (See Figure 2a). The pond is about 140 feet long and at its widest point about 50 feet wide. In the late winter and early spring it fills to a maximum depth of about two feet. Most of the year the pond is dry. Even when containing water it supports no emergent plant life.

Building the road through this patch of trees would necessitate filling the pond and the removal of numerous small alders, several willows, some large cottonwoods to 24 inches in diameter, and three to five Douglas firs to 48 inches in diameter. The total area of this isolated patch of trees lying within the proposed right-of-way is about 0.4 acres.

McKay Creek supports small runs of Steelhead, Coho salmon, and Cutthroat trout. Cutthroats are also resident in the creek. There would be no major construction activities in the creek, but activities involving the creek bank would be confined to the late spring and summer months to avoid as much impact on fish runs as possible. Standard mitigating techniques to control siltation and pollution in the stream would be employed.

Impacts on Landscaping - The landscaping of two houses on Glencoe Road would be disturbed by the project. On property "A" (Figure 2a), three mature walnut trees and part of an arbor vitae hedge, along with about 3,500 square feet of lawn would be removed. This property is quite deep and would still retain the bulk of the landscaping and visual screening in the front yard.

At the adjacent property "B" (Figure 2a), the wire fence across the front of the property would be relocated to the edge of the right-of-way. Plantings along the back of the fence would also be removed or relocated. This property is also quite deep, and the tranquility of the home setting would not be interrupted.

## Traffic and Traffic Impacts

Many residents of North Plains commute by car to nearby Hillsboro, Beaverton, or elsewhere. This makes Commercial Avenue to Highway 26 - via Glencoe Road - the main path of travel in the town. This also makes

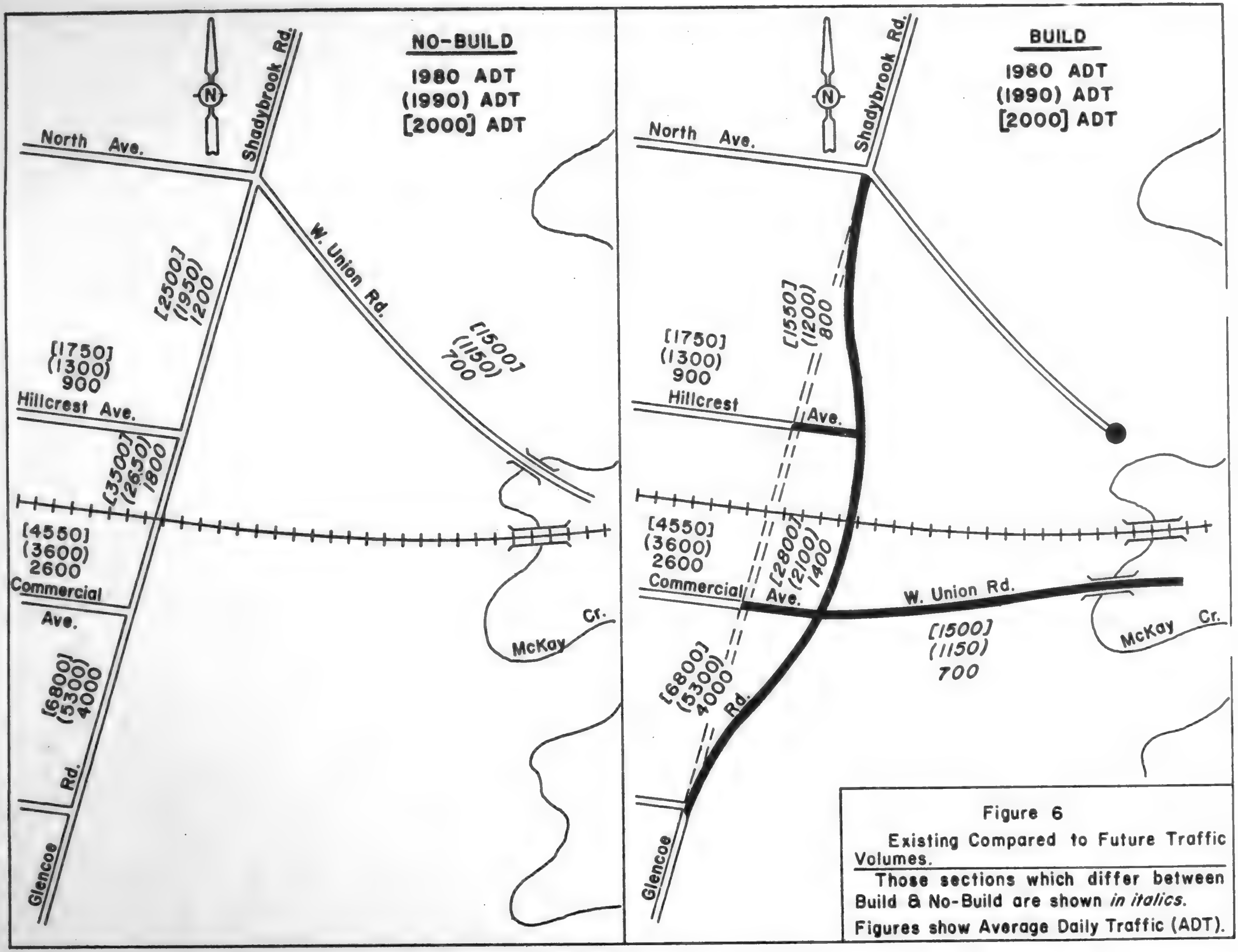

NO-BUILD
1980 ADT
(1990) ADT
[2000] ADT
North Ave.
Shadybrook Rd.
W. Union Rd.
[2500]
(1950)
1200
[1750]
(1300)
900
Hillcrest Ave.
[3500]
(2650)
1800
[1500]
(1150)
700
[4550]
(3600)
2600
Commercial Ave.
McKay Cr.
[6800]
(5300)
4000
Glencoe Rd.
BUILD
1980 ADT
(1990) ADT
[2000] ADT
North Ave.
Shadybrook Rd.
[1550]
(1200)
800
[1750]
(1300)
900
Hillcrest Ave.
[4550]
(3600)
2600
Commercial Ave.
[2800]
(2100)
1400
W. Union Rd.
[1500]
(1150)
700
McKay Cr.
[6800]
(5300)
4000
Glencoe Rd.

Figure 6

Existing Compared to Future Traffic Volumes.

Those sections which differ between Build & No-Build are shown *in italics*.

Figures show Average Daily Traffic (ADT).

the Glencoe Road-Commercial Avenue intersection the town's busiest. The Hillcrest Avenue-Glencoe Road intersection is the second busiest.

Because of load restrictions on the railroad overpass many trucks are forced to detour around it. These trucks primarily use either Commercial Avenue or Hillcrest Avenue and cross the railroad at an at-grade crossing in the town. Except during wheat harvest there are about 100 truck trips per day between Commercial Avenue and Highway 26.

Some of the truck trips which originate in the town are 78,000-pound-per-load wheat haulers bound for Portland, pole trucks which haul poles up to 120 feet long, and lumber haulers hauling both ways. Poles are usually brought to the pole yard on railroad cars. The truck-hauled pole dollies have a maximum 80 foot reach, axle to axle. Most of these trips use the Commercial Avenue-Glencoe Road intersection. Pole trucks sometimes take alternate routes through residential areas to reach Glencoe Road if their loads are too long for the Glencoe Road-Commercial Avenue intersection.

A special situation prevails during the two-month long wheat harvest. The harvest begins at the end of July and ends in late September. At its peak, from about mid-August to mid-September, about 400 farm trucks per day haul wheat to the two granaries. About 40 percent of these trucks will make round trips through the Commercial Avenue intersection with Glencoe Road. Wheat harvest truck ADT (Average Daily Traffic) at this intersection reaches about 12 percent of total traffic. In non-harvest periods this drops to about three percent. Because no expansion of the wheat harvest is anticipated, harvest-time truck volumes are expected to remain stable.

There are presently only about 700 trips per day along West Union Road in the project area. This is therefore also the number of daily trips across the McKay Creek Bridge. About 60 percent of these trips along West Union Road come from or are headed to destinations south of its intersection with Glencoe Road.

The volume of traffic in the area would not be changed by the proposed project. However, redistribution of the traffic presently going to and from West Union Road on Glencoe Road would occur.

After construction of the proposed project, traffic between West Union Road and points south on Glencoe Road would no longer have to cross the railroad. ADT through the at-grade crossing would, therefore, be less than the current (no-build) ADT using the over-crossing. It would initially decrease by about 400 trips per day and be about 700 per day less than the No-Build volume by the year 2000. Present and future traffic volumes in the project area are shown in Figure 6.

If the proposed project is built, heavy trucks would no longer have to detour through the town to avoid the Glencoe Road crossing of the railroad. The resulting relatively small increase in truck traffic through this crossing is too little to be reflected in ADT figures shown in Figure 6. Trucks turning through the improved Commercial Avenue and Hillcrest Avenue intersections with Glencoe Road would do so with greater safety and convenience. Pole trucks would no longer have to detour through residential areas.

Because the old bridge is not only unsafe but also a hinderance to high water movement, as previously mentioned, it would be removed. That portion of West Union Road remaining west of McKay Creek would be closed off with a permanent barrier about 600 feet east of Glencoe Road (See Figure 2a). The existence of a private driveway at the blind end of the road would premit emergency turn arounds by fire engines. The severing of West Union Road would preserve full access to the existing farm, residential, and historical buildings along this section and eliminate virtually all traffic past them.

That 40 percent of West Union Road traffic involved with destinations north and west of the existing Glencoe Road-West Union Road intersection would have to follow a new route once the project were built. This traffic would now pass through the Glencoe Road-Commercial Avenue intersection before continuing to its destinations.

## Construction Impacts on Traffic

Because of the heavy grain truck traffic during harvest season, construction scheduling would avoid disruption of Glencoe Road traffic from August 1st to October 1st. There would be minor delays throughout the life of the construction contract. However, Glencoe Road would remain open except for brief intermittent lane closures for drainage installations, construction of temporary connections, and surfacing operations.

The existing structure over the railroad would remain open and operational until the new railway crossing was ready for use.

However, due to the closing of the McKay Creek bridge, West Union Road would remain closed to traffic until the new bridge is opened. The detour distance without a bridge is a maximum of about three miles. Glencoe Road would remain in service throughout the construction period, but traffic between North Plains and points east of the closed bridge would have to detour via Highway 26 and Jackson Road.

## Noise

Noise levels for this project were predicted using methodology presented in publication FHWA-RD-77-108 of the Federal Highway Administration. The reference energy mean emission levels in this publication have been updated by Technical Advisory T.5040.5, Attachment 3. No field measurements were taken.

Peak noise levels would occur during the annual harvest period, which extends from August until October. Using projected peak traffic volumes, $L_{eq}$ 67 dBA* noise contours were computed to range from 58 feet from centerline of Glencoe Road at the south end of the project to the edge of the travel lane at the north end of the project. Along the new alignment of Glencoe Road, only one receptor (Receptor 1 in Figure 2a) falls near the $L_{eq}$ 67 dBA contour, and noise levels are not predicted to exceed 67 dBA.

---

* dBA stands for decibels of sound, weighted for the "A", or middle frequency range of human hearing. 67 dBA is the maximum level of sound which federal standards define as acceptable for residential exteriors.

This particular receptor is a wood frame house located at Glencoe Road and Cottage Avenue. The new alignment of Glencoe Road would shift the centerline four feet further away from the receptor. Predicted noise levels at this receptor are presented in Table 4. Traffic volumes and speeds are given in Table 5.

A second receptor (Receptor 2, in Figure 2a), also a wood frame house, located southeast of the Glencoe Road-Commercial Avenue intersection was also evaluated. It would be 17 feet closer to the centerline of the realigned Glencoe Road. This receptor would receive a maximum of 64 dBA if the project is built as planned.

Because maximum allowable design noise levels are not predicted to be exceeded anywhere on this project, no further evaluation will be performed. The Burlington Northern Railroad tracks parallel to Commercial Avenue are only used once or twice a day, so excessive noise is not predicted to occur as a result of the railroad. All noise calculations are given in the appendix of this report.

Construction Noise - Construction noise will create adverse noise conditions for a short period of time. To minimize these impacts, the project plans and specifications will place certain restrictions upon the contract.

Operating time restrictions will be imposed on construction activities within 1,000 feet of an occupied dwelling unit, between the hours of 10 PM and 7 AM and during all hours on Sunday and legal holidays. Exceptions to these time restrictions may be granted according to provisions of applicable state and local laws, ordinances, and

| | Situation | Year | Distance From Centerline | $L_{eq}$ Noise Level dBA |
|---|---|---|---|---|
| Receptor 1 | Existing | 1978 | 58' | 64 |
| | Build | 2000 | 62' | 67 |
| | No Build | 2000 | 58' | 67 |
| Receptor 2 | Existing | 1978 | 140' | 61 |
| | Build | 2000 | 123' | 64 |
| | No Build | 2000 | 140' | 63 |

Table 1. Predicted peak hour noise levels at the two receptors adjacent to the proposed realignment of Glencoe Road.

| Situation | Year | Autos | Medium Trucks | Heavy Trucks | Speed |
|---|---|---|---|---|---|
| Existing | 1978 | 290 | 25 | 15 | 35 |
| Build | 2000 | 510 | 0* | 40 | 35 |
| No Build | 2000 | 510 | 0* | 40 | 35 |

Table 2. Peak hour traffic volumes used for noise predictions at receptors 1 and 2 on Glencoe Road. *As larger capacity vehicles are more energy efficient it is predicted that by the year 2000 nearly all of the type of hauling in the project area will be by heavy trucks. This trend is already underway in the North Plains wheat business.

regulations relative to noise control. If no regulations exist, exceptions may be granted by the resident engineer.

Coordination with Local Officials - A copy of the noise study report for this project as well as a copy of the FHWA policy regarding limitations on noise mitigation for future development will be forwarded to Washington County and the City of North Plains. These documents will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information therein will be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels.

### Utilities

Washington County would be responsible for utility relocations at their expense. There would be no costs to the state for facilities in the project area belonging to Portland General Electric, Pacific Northwest Bell, and Northwest Natural Gas Company.

The City of North Plains expects to install a new sewer line within the project area in the near future. The City would coordinate this project with the proposed road improvement project where possible.

## CULTURAL RESOURCES

Introduction - The cultural resources of a project area are those properties which have historic or archeological significance or which are of local interest in the community. Primary consideration and legal protection are given to any properties which are listed, nominated or eligible for the National Register of Historic Places, a record of each state's most valuable historic and archaeological sites and structures.

Another source used in identification of significant properties is the Statewide Inventory of Historic Sites and Buildings, which is maintained and continually updated by the State Historic Preservation Office. This inventory includes a variety of sites and structures, some of which have current or potential eligibility for the National Register, and some of which are of local historic interest but not eligible for other historic designations.

Properties Listed, Nominated or Eligible for the National Register -

1. Village Blacksmith Shop, Route 3, Box 505, Hillsboro, located in the small community of Glencoe on West Union Road. According to the Oregon State Historic Preservation Office, this structure is listed in the Statewide Inventory and is eligible for the National Register.
2. M. J. Wirtz House, same address as blacksmith shop, located adjacent to the north. This residence is on the Statewide Inventory and regarded as eligible for the National Register.
3. Knights of Pythias Hall, same address, located one lot north of the Wirtz House, is also on the Statewide Inventory and regarded as eligible for National Register consideration.

These three properties are historically important as individual structures, and are in close proximity to each other, forming an enclave of historic buildings representing different uses. They also represent the nucleus of Glencoe, at one time a much larger community than exists at present.

None of these properties is located adjacent to the alignment of the Build Alternative, since they are on the east side of West Union south of the Glencoe intersection. No other properties of historic significance or local interest are located adjacent to the alignment of the Build Alternative.

Impacts - Historic Resources - The Glencoe Road-West Union Road project will have no effect on the historic properties described in this report. Consequently, the project is in compliance with Public Law 89-665 and Executive Order 11593 pertaining to preservation of cultural resources. In this respect, the project is also in conformance with Goal 5 of the Land Conservation and Development Commission's Statewide Planning Goals, relating to historic preservation.

Severing West Union Road would not affect the historic value of these structures. Removal of through traffic from the existing roadway of West Union may facilitate parking and traffic movement for tour groups visiting the blacksmith shop.

The No-Build Alternative would have no effect on the Walter property or the historic significance of the structures.

Impacts - Archeological Resources - Under the Build Alternative, an archeological reconnaissance survey may be required, depending upon final design of the alignment. The probability of habitation or use by aboriginal populations indicates a potential for discovery of archeological sites.

The No-Build Alternative would not impact archeological resources.

Mitigation - Archeological Resources - If an archeological reconnaissance survey is deemed necessary under the Build Alternative, the Oregon State Museum of Archeology will conduct a survey of the project affected area. In the event that archeological sites are discovered, all mapping, evaluation and any recommended salvage and/or other mitigation measures will be completed prior to project construction.

Coordination - The Oregon State Historic Preservation Office was contacted for information regarding any historically significant properties in the project area. If an archeological survey is required, all procedures will be coordinated with the Preservation Office and any salvage or mitigation approved before construction proceeds.

The Tualatin Valley Heritage Society was contacted for information regarding the Walter property and the tours conducted by the organization.

A copy of the letter from the State Historic Preservation Office is included as Appendix A of this Negative Declaration.

## WETLANDS

There are no wetlands within the right-of-way of the proposed project and no wetlands will be affected.

## COMPATIBILITY WITH LCDC GOALS AND GUIDELINES

There are seven LCDC goals and guidelines which are directly applicable to the proposed project. The specific goals involved are:

1. Citizen Involvement - Several meetings on the proposed project

involved citizens of North Plains and surrounding areas. A public hearing is planned. Also, individual businessmen and interested citizens were contacted separately during the development of the proposed project.

2. Land Use Planning - The bulk of the proposed project lies within the city limits of North Plains. The only plan which currently exists for the town is its zoning designations. The proposed project is compatible with these designations,

3. Agricultural Lands - Less than one acre of Class II agricultural land will be converted to road and right-of-way outside the city limits. It would be infeasible to accomplish the proposed project's purpose without utilizing this area of Class II land.

5. Open Space Scenic & Historic Areas - It has been determined that the historic buildings on West Union Road would not be adversely impacted by the proposed project.

7. Natural Hazards - The design of the project conforms to the "President's Order on Floodplain Management" of May 24, 1977 and Army Corps of Engineer requirements. The proposed project has been based on a hydraulic survey and would not add to the flood hazard already existing in the McKay Creek floodplain.

12. Transportation - The proposed project would improve vehicular transportation circulation and safety in the area. It has been specifically designed to accommodate truck traffic generated by the businesses of North Plains. As discussed under Guideline 3, the less than one acre of Class II agricultural land used by the proposed pro-

ject is essential to meeting one of the purposes of the project.

13. Energy - The realignment of West Union Road would eliminate a small amount of out-of-direction travel. This would cause the consumption of less fuel than would result if the project were not built.

PUBLIC PARTICIPATION & COORDINATING WITH OTHER AGENCIES

Three public meetings concerning this project were held in North Plains during the winter of 1978-79. In addition, there were several individual consultations between Oregon Department of Transportation staff and various firms operating heavy trucks in the area. On right-of-way questions there were contacts between Department Liaison Agents and individual property owners. A public hearing was held on August 16, 1979. (See Appendix E).

SUMMARY OF IMPACTS

| | No Build | Build |
|---|---|---|
| Traffic | Bridge on W. Union Rd. would remain closed until replaced, forcing up to 3-mile detour for 700 trips per day. Heavy trucks continue to detour through N. Plains due to weight restrictions on overpass; intersection at Glencoe Rd., and Commercial Ave. would continue to present difficulties to long trucks. | W. Union Rd. reopened via new bridge over McKay Creek, trucks no longer have to detour around Glencoe Rd. railroad overcrossing; safety problem of that overcrossing eliminated; Glencoe Rd./Commercial Ave. intersection accommodates all trucks; substandard railroad undercrossing on W. Union Rd. eliminated. |

continued ...

SUMMARY OF IMPACTS (continued)

| | No Build | Build |
|---|---|---|
| Natural Environment | No Change | About 1.25 acres of woodland removed, with loss of habitat for small vertebrates; removal of trees includes about 4 large Douglas Firs, a few large maples, several score alders, and white oaks, some black oak, several large cottonwoods, some Oregon Ash, a few willows and associated understory plants. Impacts to McKay Creek and its fishery would be minor and temporary. |
| Flood Plain of McKay Creek | No Change | The project would raise the level of the 100-year flood about 0.3 feet near the railroad bridge, but lower it in the vicinity of nearby upstream buildings. |
| Land Use | No changes caused by the no-build. If current city zoning remains in force, up to 4 acres proposed as right-of-way for the new alignment would probably be developed. | Project compatible with current zoning, about 5 acres converted to highway use. About 1 acre would be returned to non-highway use. Project is generally compatible with LCDC goals and guidelines. About 1 acre of Class II agricultural land outside the city limit would be converted to highway use. |
| Right-of-Way | No Change | Six parcels of property would be acquired and one house relocation payment may be necessary. Two properties on Glencoe Rd. would experience loss of landscaping. |
| Utilities | No Change | All relocation costs paid by owner of utility. |
| Noise | Below federal limits | Below federal limits |
| Cultural | No Change | Severing W. Union Rd. would reduce traffic past historic blacksmith shop. |

BASIS FOR NEGATIVE DECLARATION

It is concluded from the above project analysis that the selected alternative constitutues a major action as defined under Federal Highway Program Manual, Volume 7, Chapter 7, Section 2. Implementation of the alternative will not increase traffic noise to sensitive receptors. Since the project is not located in an Air Quality Maintenance area, air quality is not a factor.

Although about 5 acres of Class II soil agricultural alnd will be used by the project, most of this land is located within the North Plains city limits and appears destined for development. There is a high probability that much of the natural environment lost to the new alignment will be replaced in time, through returning old alignments to their natural state, or at least to farm use or open land. There are no indications that construction of the Build Alternative will precipitate major changes in land use, or cause major shifts in traffic patterns.

For these reasons, it has been determined that the proposed project will not have significant impact on the quality of the human environment of a magnitude which requires the processing of an Environmental Impact Statement.

Concurred in by:

10-12-79
Date

E S Hunter
Assistant State Highway Engineer

10-31-79
Date

Valach
Federal Highway Administration Official

# APPENDIX A

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**STATE HISTORIC PRESERVATION OFFICE**
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

Telephone
— project
file

copy
[illegible] to
Metro
14 Feb
PD.

February 12, 1979

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 ODOT Building
Salem, Oregon 97310

Re: Glencoe Road - West Union Road, Washington County

Dear Mr. Dykman:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We note the intent to carry out an archeological survey, depending upon the final design adopted. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer
Historic Preservation Office

EP:sb

TECHNICAL
SERVICES UNIT
FEB 16 1979

# APPENDIX B

MA PDM PJE TSE SPC
ODOT - METRO
JAN 03 1979
AM PPS [✓ FILE] T/A

534-70

**PUBLIC UTILITY COMMISSIONER OF OREGON**

PUBLIC SERVICE BUILDING • SALEM 97310 • Telephone (503) 378-6659

TOM McCALL
GOVERNOR

RICHARD W. SABIN
Commissioner

February 21, 1975

Mr. Dave Herb, Traffic Engineering
Supervisor
Washington County
Department of Public Works
150 N. First Avenue
Hillsboro, OR 97123

Re: 8U-21.4-A, Glencoe Road, North Plains

Dear Dave:

Thanks for your letter of the 19th, furnishing cost estimates on two alternatives for improving this overcrossing.

PUC staff would not object to replacing the existing overcrossing with a grade crossing, in view of the light train traffic on this branch line and the large cost differential involved, provided that the grade crossing be adequately protected with automatic signalization, probably standard flashing lights and gates.

Thanks again for spending the time and effort to make these estimates.

Yours very truly,

David Astle
David J. Astle
Administrator
Railroad Division

DJA:br

cc: City of North Plains

H. F. Moy, B.N.
w/encl.

RECEIVED
FEB 24 1975
Public Works
Washington County

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of his jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

# APPENDIX C

## Background of Persons Contributing to this Document

### Qualifications of Author

This Negative Declaration was written by Thomas S. Loeber, Regional Environmentalist with the Oregon Department of Transportation. His educational background includes a B.A. in Zoology, an M.S. in Entomology, and an M.A. in Political Science. Professional experience includes six years college teaching in biology and government, research in fishery biology with the California Department of Fish and Game, four years in the U.S. Foreign Aid Program, several research-oriented positions in state government, and private consultation work. He has published one book and numerous professional papers. With the Oregon Department of Transportation, he has prepared two previous Negative Declarations and several dozen project assessments.

### Hydraulics

The hydraulics section is based upon a report by Gene M. Finley, Hydraulics Specialist with the Location Unit of the Operations Division of the Oregon Department of Transportation in Salem. The report is included as Appendix "D" of this Negative Declaration.

# APPENDIX D

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 4, 1979

FILE:

FROM: Gene M. Finley
Gene M. Finley
Hydraulics Specialist

SUBJECT: McKay Creek Bridge
Glencoe Rd-West Union Rd
Washington County

TO: FILES

MA PDM PDE TSE SPC
ODOT - METRO
APR 9 1979
AM RPS FILE T/A

## PRELIMINARY HYDRAULIC STUDY

The proposed project will replace an existing 164-foot, timber structure located 450± feet upstream from the proposed site.

## HYDROLOGY

McKay Creek is a north-south tributary of the Tualatin River and drains an area of approximately 39.0 square miles above the proposed bridge site. Frequency vs. H.W. elevation was taken from "Flood Plain Information Tualatin River and Tributaries Washington County" by the Corps of Engineers, Portland, Oregon, dated June 1969. This information is listed below.

| Recurrence Interval | H.W. Elevation (MSL) |
|---|---|
| 10-year | 170.2 feet |
| 20-year | 171.6 feet |
| 100-year | 172.4 feet |

The frequency vs. discharge relationship listed below was determined by interpolating between values furnished by the Corps of Engineers on drainage areas of 41.3 square miles and 36.0 square miles.

| Recurrence Interval | Peak Flow |
|---|---|
| 100-year | 6320 cfs |
| 50-year | 5540 cfs |
| 25-year | 4700 cfs |
| 10-year | 3660 cfs |
| 5-year | 2900 cfs |

RECEIVED
APR 06 1979
CURTIS H. DUVAL
Res. Bridge Engr.

## HYDRAULIC DESIGN

The 100-year flood of 6320 cfs was used as the design flood to conform with Washington County's Flood Plain Policy. For the purpose of hydraulic design in this study, a "reference section" was established 165 feet upstream from the existing bridge. At the reference section it is estimated that the design discharge of 6320 cfs creates a highwater elevation of 170.8 feet including 1.3 feet of backwater created by the existing bridge. At the existing crossing, roadway overflow will occur.

A three-span structure with 2:1 end slopes was assumed as the replacement bridge. It was determined that a 100-foot structure with a waterway opening of 860± square feet will create a design highwater elevation of 169.4 feet (MSL) including 0.5 foot of backwater at the proposed site. The proposed profile grade as submitted with the preliminary information for the $L^{W}$ crossing is suitable and allows no roadway overflow.

Construction of the proposed project will shift the backwater to a point 450 feet downstream from the existing bridge. Because of the floodplain side slopes this shifted backwater will flood only a small additional area between the existing bridge and the proposed bridge. There are no residents closer than 150± feet of the 100-year flood zone.

Upstream, along the northwest end of the existing bridge, there are several buildings close to the 100-year flood zone. Removal of the existing bridge and approach fills will reduce the highwater 1.0 foot. Because of a flatter floodplain side slope in this area, this highwater reduction represents a greater reduction of the 100-year flood zone and improves the condition close to the buildings.

Removal of the existing bridge, or removal of the existing bridge and approach fills will drop the highwater elevation to 170.2 feet (MSL) and 169.8 feet (MSL) respectively at the reference section. (This information is listed below).

| | H.W. Elevation at Reference Section | H.W. Elevation 560± Feet Downstream from Reference Section |
|---|---|---|
| Existing Condition | 170.8 feet (MSL) | 169.1 feet (MSL) |
| Replacement project constructed and existing bridge removed | 170.2 feet (MSL) | 169.4 feet (MSL) |
| Replacement project constructed and existing bridge and approach fills removed | 169.8 feet (MSL) | 169.4 feet (MSL) |

## RIPRAP

It is suggested that the fill slopes be protected with a one-foot blanket of class 50 loose riprap. A filter blanket will not be required. The riprap should be placed in a toe trench.

RECEIVED
APR 06 1979
CURTIS H. DUVAL
Res. Bridge Engr.

GMF:ge

cc: Frank Terpin
R. Kleinschmit ✓
E. Purdy

# APPENDIX E

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 29, 1979 Telephone 238-7437

Letter send to: Argus, Washington County News-Times & The Oregonian

Attention: Classified Ads Department

Attached is the Oregon Department of Transportation Notice relative to proposed plans to construct the Glencoe Road-West Union Road Project.

Please place this notice in your classified section under the heading "Legal Notice". We must have it published for the first time on Monday, July 16, 1979 and published for the second time on Friday, August 10, 1979.

Your billing should be submitted in triplicate to Accounting Section, 438 Transportation Building, Salem, OR 97310.

Attach one copy of each affidavit of publication. If you have any questions, please call me at 238-7437.

Ron Kleinschmit
Project Coordinator

RK:sb

cc: F.B. Klaboe
E.S. Hunter
H.S. Coulter
G.A. Potter
J.B. Boyd
G.R. Winchcomb
C.T. Christianson
G. Bell
D. Harwell
C. Head
P. Gonzalez
T. Loeber
J. McClure

Attachment

# PUBLIC NOTICE
# OREGON DEPARTMENT OF TRANSPORTATION
# CORRIDOR DESIGN HEARING
# GLENCOE ROAD - WEST UNION ROAD
RS-A685(1) and RS-686(1)
AUGUST 16, 1979

Notice is hereby given that the Oregon Department of Transportation, in cooperation with Washington County, has scheduled a corridor/design hearing pursuant to Title 23, United States Code 12 8 A; and Title 42, United States Code Section 4321-4327 pertaining to the Glencoe Road-West Union Road project. This project proposes to improve and reconstruct sections of public roads titled Federal Aid Secondary Nos. A-685 and A-686, respectively, within Washington County.

In addition to a no-build option, one design proposal will be presented at the Public Hearing. The build alternative will relocate a section of West Union Road, between its present junction with Glencoe Road on the west and east of its undercrossing of the Burlington-Northern Railroad. West Union will be realigned to form a new intersection with Commercial Street and Glencoe Road. This new alignment includes a new structure across McKay Creek. In addition, Glencoe Road will be relocated to the east from approximately Cottage Street to Shady Brook Junction, eliminating the present overcrossing structure of the Burlington Northern Railroad with an at-grade crossing. A gate protected crossing system will be included.

The purpose of the public hearing will be to present the proposed plan, the project schedule, relocation and right-of-way acquisition procedures, and explain related economic, social, and environmental effects of the project.

The hearing is scheduled for 7:30 PM Thursday, August 16, 1979 at the Washington County Administration Building, 150 N. First Street, Hillsboro, Oregon.

Any interested persons desiring to express an opinion pertaining to the transportation alternatives under consideration are invited to do so. In addition, written statements may be submitted at the hearing or mailed to R.N. Bothman, Oregon Department of Transportation, 5821 NE Glisan, Portland, Oregon 97213, within ten days after the hearing.

The hearing facility will be open at 6:30 PM to 7:30 PM for review of the design proposals and other pertinent information developed by the Oregon Department of Transportation, including the Draft Negative Declaration. There will be persons available to answer your questions during that time.

Copies of the Draft Negative Declaration (DND) will be available for review at the following locations: State Transportation Building, Room 412, Salem; Oregon Department of Transportation, Metropolitan Branch, 5831 NE Glisan, Portland; Hillsboro Library, 10th and Walnut, Hillsboro; North Plains City Hall, 440 SW Commercial, North Plains; Washington County Administration Building, (Public Works Department) 150 N First Street, Hillsboro; Federal Highway Administration Division Offices, 477 Cottage Street NE, Salem.

For further information regarding this project, please contact Ron Kleinschmit, Project Coordinator, ODOT, 5821 NE Glisan Street, or phone 238-7437.

RK:sb

# APPENDIX F

## SUMMARY OF ORAL AND WRITTEN TESTIMONY

Comment: Is there sufficient funding available to build the proposed project?

Response: By borrowing ahead on Federal Aid Secondary-County (FAS-C) anticipated funds, there will be adquate funding. Washinton County has borrowed ahead 2.4 of the five years allowable.

Comment: The existing Glencoe Road over-crossing was a man-made fill, and could be removed to allow an at-grade crossing in the existing location, or construct a new over-crossing in the same location.

Response: This plan was studied during project development and discarded because it was not cost effective. The concept is engineeringly feasible but would require lowering Hillcrest Street 15.5 feet and Commercial Street ten feet. Impacts to existing commercial and residential properties that are developed would be adverse.

A second option would be to raise the railraod tracks to reduce the grade differences of Glencoe, Hillcrest and Commercial. This option would entail a 2000 foot detour of the existing tracks while the grade adjustment was being constructed. It would also be necessary to rebuild the existing railroad trestle over West Union Road.

Comment: Several persons testifying, disagreed with the figure of $80,000 to purchase all right-of-way required to build the proposed alternative.

Response: The $80,000 denoted as preliminary estimate of right-of-way costs was computed in early 1979 based upon current zoning and fair market values. Federal and State regulations governing purchasing right-of-way for highway projects will be adhered to. All estimates used for this project are for year 1979 and do not imply or constitute offers for purchase. State law requires that any acquiring agency pay fair cash market value.

Comment: How long will it be before the new McKay Creek Bridge is built?

Response: It is anticipated that the project will be ready for contract between mid 1980 and early 1981 with completion in mid-1981 or early 1982.

Comment: There are several pieces of property that are not included in the 5.12 acre area of taking shown on the display map. The 5.12 acres is not going to be sufficient. It appears in essence they will be condemned without compensation.

Response: The parcels referred to are located between the new and old alignment of Glencoe Road, and between the railroad tracks and the relocated West Union Road. An appraisal will be made on the existing complete parcels of property and an appraisal will be made on the remainders. This before and after appraisal will consider all damages to the total parcel, including zoning and future usability of the remainders. ODOT may offer to purchase the severed parcels and then dispose of them after construction is complete, however the owner is not forced to sell.

Written Comment: Millions have been spent to straighten out roads to reduce accidents. Millions have also been spent for overpasses on railroads to keep our school children safe. This plan does just the opposite.

Response: The above comment is in reference to the proposed at-grade crossing of Glencoe, as opposed to a new overcrossing structure.

The existing railroad overcrossing as mentioned previously is of substandard design and limited life. The proposed at-grade crossing will provide safe sight distance and safer grades for all vehicles using it. Railroad over-crossing gates and warning devices will be included in the project. In general, the safety features of the proposed design are a considerable improvement over the existing conditions.

Written Comment: Concern was expressed that Washington County is going to borrow ahead to construct the proposed project, and what if an emergency road building need should arise and the county cannot obtain the necessary funds.

Response: For several years, the McKay Creek Bridge and the Glencoe overcrossing have been viewed by Washington County as in urgent need of replacement. The proposed design is the only alternative identified during project development that meets the needs of the corridor.

Written Comment: Consider changine the alignment of the northerly curve on Glencoe Road to lessen right-of-way needs.

Response: In order to cross the railroad at grade, a 7° curve maximum is allowable without using a super elevated section for a 35 m.p.h. posted speed. Commercial and Hillcrest grades are a second control on the alignment of Glencoe. To use sharper curves would require a super elevated section, which in turn would require additional right-of-way and lessen the allowable travel speed.

Written Comment: Leave the existing West Union fill to act as a natural fence boundary in the old bridge location.

Response: The preliminary bydrology report has determined that there is back water during the 100-year flood, caused by the restriction of the existing McKay Creek Bridge and embankment.

# CONCLUSION

The build alternative meets the objectives and is supported by Washington County, the City of North Plains, and the Oregon Department of Transportation.

Support is based on the following:

1. Consistent with the Washington County Comprehensive Plan.
2. Consistent with the goals and objectives established by the Project Advisory Committee.
3. Meets the goals and objectives of the North Plains Planning Committee.
4. Was recommended by the North Plains City Council.
5. Is not opposed or objected to by CPO #8.
6. Provides adequate level of service for predicted traffic volumes in year 2000.

9361

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 22, 1979

NOTED
H. S. COULTER

In Reply Refer to
File No.:
PRO 4-1

RECEIVED
STATE HWY ENGR
OCT 23 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

TO: G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Study Report
County Roads (FAS A685 & A686)
Washington County

Enclosed for your information is a copy of the study report with supporting documents to aid you in your evaluation to determine if the final Negative Declaration adequately addresses the proposed location/design relative to the following projects:

| Project No. | Name |
|---|---|
| RS-A685(1) | Glencoe Rd. (North Plains) Section |
| RS-A686(1) | West Union Road Section |

Upon FHWA's adoption of the final Negative Declaration which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering on each project necessary to obtain PS&E approval and obligation of funds as follows:

| Project No. | TEC | FF |
|---|---|---|
| RS-A685(1) | $ 4,500 | $3,861 |
| RS-A686(1) | $10,000 | $8,580 |

JLG:fkc
Enclosure

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman(Metro)
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
Max Klotz (Metro)
E. L. Hardt (Region 2)
Jon Rose (Metro)
John Grossman

93201

OREGON STATE HIGHWAY DIVISION
GLENCOE ROAD—WEST UNION ROAD SECTION
CITY OF NORTH PLAINS
WASHINGTON COUNTY
FASC RS A685(1), RS A686(1)
PREFIX 534-1970
Earl C. Purdy, Resident Location Engineer
October 15, 1979

# REPORT OF SURVEY

This project is located, for the most part, within the City of North Plains. The easterly 600 feet lie outside the city limits. There are City and County roads involved in the project with the major impact being in the realignment of Glencoe Road and West Union Road. The project area is about one quarter mile northerly along Glencoe Road from the Sunset Highway.

The purpose of the survey is to provide details and information to design the realignment of Glencoe Road between the intersections of West Union and Cottage Avenue with an at-grade railroad crossing 165 feet easterly of the existing bridge, and to realign West Union Road southerly of the railroad and connecting to Commercial Avenue extension. A new bridge spanning McKay Creek will be required.

This proposal will eliminate three bridge problems. One, a vertical clearance problem, where West Union goes under the railroad trestle with only 12.7 feet clear to timber bridge supports. The second is the Glencoe Road timber trestle bridge (1930) spanning the railroad tracks, which is deteriorating and has a posted load limit of 15 tons. The third problem is the West Union Road timber trestle bridge (1936) spanning McKay Creek, which has been closed to all traffic, due to its unsound condition, causing traffic to be rerouted out of direction.

The alternate to the proposed realignments would be to replace both the bridge over the railroad and the bridge over McKay Creek on the existing alignments. The negative impacts that this alternative would have are: the standard approach grades would have to extend some 500 feet each side of the bridge before meeting the existing grade, making commercial and residential access to Glencoe Road near the Commercial and Hillcrest intersections nearly impossible; replacing the West Union Road bridge over McKay Creek would not resolve the vertical clearance problem under the railroad trestle. Lowering the road elevation to gain clearance would produce substandard vertical alignment and would place the roadbed below the flood plain. Raising the railroad grade and trestle would be too costly for the results gained. The cost to replace the bridge over the railroad and construct approaches, construct West Union Road relocation, and all connections, will run abour $1,125,000 including R/W. This amount is over the original concept cost by $362,100. The alternate study is included in the project data being submitted. Also, refer to the Hearing Study Report for additional information.

The project came about as a result of a request from Washington County for FASC program funds in late 1977. Approval for the preliminary engineering was signed in March 1978 and Authority for Survey was received in May 1978.

The preliminary activity began around the first of June 1978, with early contact being made with County officials to determine the project concept and the extent of the survey. Early ownership contact was made with our field survey starting in late June.

There have been some minor problems with property owners regarding entering property for surveying. On the Volps property, our centerline stakes were removed and contact with Mr. Volp indicated that he did not want us on his property. With help from the Region R/W Unit, permission was reluctantly granted to enter his property to finish our field work. On the Troutman property, we were refused entry to tie a recently constructed residence and drainfield which appears to conflict with the proposed construction.

Grid control is based on the Oregon Coordinate System (North Zone) and converted to Local Datum Plane. Monuments previously established by the photogrammetry unit in Salem were located and tied to base lines established in the project area. EDM equipment was used and all lines checked for accuracy by return circuits. Vertical controls were run from established U.S.C.& G.S. benchmarks and circuits made for accuracy.

There are two main center lines run in the field and they are identified as follows: Glencoe Road realignment--'Lg', and West Union realignment--'Lw'. Side street connections have also been run; these consist of Commercial--'C' line, and Hillcrest --'H' line. The stationing runs from north to south and from west to east. The northerly limits of the project are located 250 feet south of the North Avenue, Glencoe Road, Shadybrook Road, and West Union Road intersection at station 'Lg' 102 + 50. The southerly limits of the project are about 150 feet south of the Cottage St. intersection with Glencoe Road at station 'Lg' 119 + 00. The westerly limits of the relocated West Union Road are located about 250 feet west of Glencoe Road on Commercial Avenue. The easterly limits are located on West Union Road about 370 feet east of the railroad trestle at station 'Lw' 25 + 40. The overall length of the project, including 'H' line, is 0.79 mile. A revised $L^{G2}$ centerline has been calculated and shown on the Detail Map. This revision was a result of narrowing the roadbed but holding the design width, thus requiring the alignment shift in order to be symmetrical to the center line. This center line has not been run in the field.

The proposed typical roadway sections for 'Lg' line are two 12-foot travel lanes and two 4-foot shoulders from the beginning of the project to the Hillcrest Avenue intersection, then tapers to a 4-lane section just north of the railroad crossing. The 4-lane section allows bus lane at the railroad crossing. Just south of the railroad will begin a curb section (26': center-curb) on the right. This section will taper to 18 feet on the right to Commercial Avenue intersection. Due to the short length, this taper is more desirable than the standard 40:1. From this intersection to Cottage Avenue, the typical section will be 2 lanes with a curb on the right and 4-foot shoulder on the left. This section then narrows to the existing roadway 150 feet south of Cottage. It is planned to grade an 8 and 1/2 foot berm back of the curb on the right between Commercial Avenue and Cottage to be surfaced for a walk at a later time. The typical section for 'Lw' line is two 12-foot travel lanes with 4-foot shoulders extending easterly from the intersection of 'Lg' line to the connection with the existing West Union Road about 370 feet east of the railroad trestle. Commercial Avenue ('C' line) extension typical section will be a 28-foot curb-to-curb section with an 8 and 1/2 foot earth berm on the south side. Hillcrest Avenue ('H' line) typical section will be two 12-foot travel lanes with 2-foot shoulders. A 36' X 100' concrete slab bridge is planned for the McKay Creek crossing.

The surfacing design for this project is in two sections; for Glencoe Road (Lg) 3 and 1/2 inches of Asphaltic Concrete and 11 inches of Aggregate base. On West Union Road (Lw), 3 and 1/2 inches of Asphaltic Concrete and 8 inches of Aggregate base are to be used. Both sections are to include 1 and 1/2 inches of Asphaltic Concrete — final stage.

The handling of the traffic during construction will involve very little conflict with existing traffic flow since most of the grading will occur east of Glencoe Road and west of West Union Road. When connection is made to the new Glencoe alignment, and grading is begun on Commercial and Hillcrest Avenues, traffic will have to detour over existing side streets utilizing 2nd St. north of Hillcrest and 3rd St. south of Commercial for a short time.

It is planned to remove both the Glencoe railroad bridge and the West Union bridge over McKay Creek. The bridge removal work is to be performed by County Forces. Part of the project construction involves removal of the existing approaches to the bridges, previously mentioned, with the embankment utilized in the grading as required. Removal of West Union Bridge and approaches can be accomplished at any time with the embankment utilized as needed. However, the Glencoe Road railroad bridge and approaches will have to remain in place until traffic is routed over existing streets while the connections are made to Glencoe Road realignment grade.

The horizontal alignment selected to move away from the existing Glencoe Road consists of 3 non-spiraled 7-degree curves. This alignment would allow an at-grade railroad crossing and suitable connections for Hillcrest and Commercial Avenues. The West Union Road realignment controls were the extension of Commercial Avenue to Lg intersection, then on a 5-degree simple curve left to closely approximate the railroad right-of-way, cross McKay Creek on tangent, and with a simple 8-degree curve to the right, connect to the existing West Union Road alignment just east of the railroad trestle.

Vertical alignment controls were: Matching the existing grades at both ends on Glencoe Road, the top of tracks at the railroad crossing, and suitable connecting grades at Commercial and Hillcrest Avenues. The 'Lw' line grade controls were: Connection at 'Lg' line, proposed bridge grade above the 100 year flood, and connecting to the existing grade of West Union Road at the east end. Slight deviation from normal super rates is recommended for the 'Lg' line where the railroad crossing and connections occur. The normal crown section is used. The design speed chosen for this project is 40 mph and the safe speed chart indicates that the crown section can be used for this speed. Other circumstances such as considerable truck turning movements and three stopping conditions suppport the recommendations.

During the development of the project, many contacts were made with Washington County officials for their input regarding all phases of the project. A number of TAC meetings have been held for project status and necessary directions. The City of North Plains has been involved in the planning process. Public involvement has been achieved and the summary of the meetings can be viewed in the Hearing Study Report of September 1979. This study and the Negative Declaration can be found with the data being submitted.

Funding for the project was granted in January 1978 by the U.S. Dept. of Transportation from the Title 23 USC Highways Fund in the amount $541,800. The non-Federal Matching Funds amounted to $44,100 (State) and $44,100 (County). The total funding for the project at that time was $630,000.

Today the project is estimated to cost $759,000. Federal funds already delegated $541,800, leaving a balance of $126,120 Federal Funds needed to complete the project. The County is expected to borrow this amount from future allotments to cover the overrun.

The construction of the project will involve temporary protection and direction of traffic. signing, barricades, and flagging. The grading and surfacing of Glencoe and part of West Union realignment can be accomplished without traffic cpnflicts. Bridge over McKay Creek could begin at any time. Traffic handling will be required when shifting vehicles from the old to the new Glencoe Road and when constructing Hillcrest and Commercial Avenues connnections. Timing scheduling is important due to heavy truck usage during certain periods of the year.

The clearing and grubbing amounting to about 5.7 acres will have to be disposed of by hauling to an acceptable landfill or burned during permitted times.

The general excavation amounts to about 22,950 cubic yards. The anticipated swelled embankment amounts to about 24,700 cubic yards leaving 1,750 cubic yards to be borrowed. This material is available from County sOurces. See sketch with statement of material sources.

Required in the McKay Creek area is about 1,750 cubic yards of embankment foundation excavation. The soft material in this area is to be removed and backfilled with suitable material. The material removed can be aerated and used elsewhere in the embankment areas as directed.

Between station 12 + 50 and station 14 + 00, there is an old excavated area. It will be necessary to install drain pipe and backfill this hole with 763 cubic yards of suitable material. A report on this area by Region I Geologist is being submitted with the location data.

Surfacing the project roadways will require approximately 5,455 cubic yards of Aggregate Base, 2,925 tons of Class 'B' Asphaltic Mixture, and 190 tons of Asphalt Cement in mixture. It is planned to use Prime Coat consisting of 105 cubic yards of Aggregate and 20 tons of Asphalt. It is recommended that commercial source be used for the surfacing material. See the Geologist's report for information.

Drainage and storm drain systems for the project were investigated and the suggested method of handling the run-off has been shown on the map. The only location where inlets and storm sewer lines are required is in the curb section between the railroad and Commercial Avenue. There is a low area to the right of $L^G$ Line at Commercial Avenue intersection where the first inlet is to be installed. It is planned to outfall this system to the north near the railroad crossing. All drainage flows toward McKay Creek and the culverts and ditches shown reflect this drainage. Due to the short lengths of curb section, no hydraulics study was made. The recommended drainage items are listed in the estimate.

There will be about 1,366 feet of 'C' concrete curb required on the project and approximately 22 Asphaltic concrete approaches and road connections to be constructed.

A concrete slab bridge 36 feet wide and 100 feet long is recommended for $L^W$ Line crossing of McKay Creek. Also a channel change is planned at this crossing. The typical section is shown on the Profile Roll. The alignment is to be field designed. Considerable brush and trees prevent exact location at this time and should be cleared before final determination.

Railroad signals and Dropgate costs in the estimate are preliminary and final cost will be determined during the course of the design stage.

In order to reduce the project cost to more closely resemble the funding, the Washington County has requested that an agreement be made in which they would furnish, install, and construct the following items: 1. Bridge removal; 2. Channel Change Rip-rap; 3. Permanent signs and posts; 4. Permanent Striping; 5. Roadside seeding and mulching; 6. Fencing--Type 2 & Gate; 7. Guard Rail.

The construction of this project involves some utility adjustments. The cost of the water main adjustment has been added to the project estimate at the County's request. Refer to the Utility Report and adjustment list included in the project data for other utility impacts.

The R/W and easements required for the project are noted in the Report prepared by Region I R/W unit and is included in the data. The amount of $111,000 has been included in the estimate to cover this phase.

9341

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

7 3 - 79

FEDERAL AID PROJECT NO. RS-A685(1) & RSA686(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80233 & 80234

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-3-79

FEDERAL ROUTE NUMBER Secondary A685 &A686

STATE ROUTE NUMBER County Roads

GENERAL LOCATION:

Glencoe Road- West Union Rd.

GENERAL DESCRIPTION OF WORK:

Program Change

RECEIVED
STATE HWY ENGR
JUL 5 - '79
7/5
REFER TO
FOR
| Info | Inves | R/D | O/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-16-79 I approve the revised Preliminary Engineering costs to a TEC of $60,000 with Federal participation limited to $51,479.

| | | |
|---|---|---|
| (RS-A685(1) | TEC incr. | $4,500 |
| RS-A686(1) | TEC incr. | $10,000 |
| | Total | $14,500 ) |

DATE 7-3-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9361 3-30-79

# PRELIMINARY SOILS AND MATERIALS REPORT
## Glencoe Road-West Union Road (North Plains)
## Glencoe (F.A.S. A685) and West Union Road (F.A.S. A686)
## Washington County, Prefix No. 534-1970

1. TYPICAL SOILS: The typical soil is a CLAYEY-SILT, based upon field classification and represented by Laboratory Report No. 882009.

2. GRANULAR MATERIAL: No granular material will be encountered on this project.

3. DRAINAGE: The drainage is only fair, due to the fine grained nature of the soil. The pond between Station "LW" 12 + 16 and "LW" 13 + 50 will require some form of drainage, since it can not be determined whether or not it is fed by a spring. The present plan is to install perf pipe and back fill the area with granular material.

   The wooded area near McKay creek is very wet and may require some sub-excavation or ditching.

   The old brick lined well at Station "LG" 113 + 58 will need to be sealed to prevent any future contamination with the ground water. The local soil should be adequate to seal off the well since it has a high clay content, and no bentonite should be required.

4. SLOPE DESIGN: The planned cuts and fills are minor with 1 1/2 : 1 maximum slopes, and no problems are anticipated.

5. FOUNDATIONS: The wooded area near McKay creek contains some weak material, which could cause settlement of approach fills. The ground was probed at Station "LW" 17 + 38 and showed 6 1/2 feet of very soft material. At "LW" 16 + 50 the probe indicated 3 to 4 feet of soft material.

   Additional foundation information will be required for the new structure over McKay creek. This information will require drilling exploratory holes using power equipment. A small amount of Cat work will be required to clear the access to the drill sites. The drilling can begin as soon as the final Bridge design is completed and when the ground at the drill sites is dry enough to support the equipment.

6. MATERIAL SOURCES: There are no State owned sources available for this project at this time. Apparently the county is willing to provide the 800 cu yds of RipRap to be used under the bridge on McKay creek. The county may also be able to provide the additional 6,700 cu yds of aggregate material required for the project from one of their local quarries. There are several private sources which could also provide the needed material. The following is a partial list of qualified commercial sources.

   Oliver Jack Quarry (Banks Rock Products)
   Baker Quarry
   Grabhorn (L.H. Cobb)

7. BASE DESIGN: The attached Base Design was completed using the soils data from Laboratory Report No. 882009. All of the project will be new work and none of the existing pavement will be utilized.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Glencoe Road-West Union Road (North Plains)

Highway: F.A.S. A685 (Glencoe Rd.) & F.A.S. A686 (West Union Rd.)

County: Washington

Prefix: 534-1970

Res. Engr. E. Purdy

Date July 5, 1978

Ten Year Traffic Coefficient (1) 6.6 (2) 5.6

18 kip s.a. per day (1) 19 (2) 5

R value 9

Frost Penetration ----

CBE Total Requirement (1) 21.5" (2) 18.0"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| | (1) Glencoe Road | |
| 1.5" | A.C. (Final Stage) | 3.0 |
| 3.5" | A.C. (Cl. B) | 7.0 |
| 11.0" | A.B. | 11.0 |
| 16.0" | | 21.0" |
| | (2) West Union Road | |
| 1.5" | A.C. (Final Stage) | 3.0 |
| 3.5" | A.C. (Cl. B) | 7.0 |
| 8.0" | A.B. | 8.0 |
| 12.5" | | 18.0" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Project Coordinator

Page

SECTION: Glencoe Road-
West Union Road (North Plains)

HIGHWAY: F.A.S. A685 (Glencoe Rd.) &
F.A.S. A686 (West Union Rd.)

COUNTY: Washington

## "OTHER ROADS"

| *Traffic Coefficient* | *A.C. Wearing Surface* | *Aggregate Base* | *Aggregate Base* | *"CBE" Total Requirement* | *Actual Thickness* |
|---|---|---|---|---|---|
| Cul-de-sac | | | | | |
| Cars Only | 2.0" | --- | 9.0" | 13.0" | 11.0" |

Form E-869 (5-71)

Sheet 1 of 1

# OREGON STATE HIGHWAY DIVISION
## SOILS AND GEOLOGY EXPLORATION LOG

Project Glencoe Road — West Union Road Hole No. 1
Highway FAS A685 & A686 County Washington Bridge No.
Location "LW" 12+45 3' Left Prefix 534-1970
Ground Elevation Angle Vertical Equipment Used Probe
Engineer Purdy Purpose of Work Foundation Investigation
Started 3-27-79 Completed 3-27-79 Drillers Jennison, Hatcher
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

| ELEVATION | HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC. | WEATHERING | JOINTING OR PARTICLE SIZE | % NAT. MOISTURE, LIQUID LIMIT, P.I. | COLOR | TEXTURE | SAMPLING METHOD, SIZE | BLOWS | SAMPLED FT. | RECOVERY FT. | % RECOVERY | CASING SIZE AND DEPTH | WATER LEVEL | METERS | DEPTH FEET | GRAPHIC LOG | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Very Soft | | | | Light Brown | Fine | | Pushed | 1 | | | | | | 0 | | This Site is located inside an old excavation or depression where water is collecting. |
| | Medium Firm | | | | | | | 11 | 1 | | | | | | 1 | | The Soil is a CLAYEY-SILT. |
| | | | | | | | | 23 | 1 | | | | | | 2 | | Pushed the probe down the first foot by hand. |
| | Firm | | | | | | | 31 | 1 | | | | | | 3 | | |
| | | | | | | | | | | | | | | | 4 | | |

**REMARKS**

Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

"M"—Oregon Miniature Pile Tests—No. ..........
"N"—Standard Split-Barrel Sampler Tests—No. ..........
"U"—Undisturbed Samples—No. ..........
"C"—Core Sample ........

Ron Jennison

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Date 3-28-79

Form E-889 (5-71)

Sheet 1 of 1

# OREGON STATE HIGHWAY DIVISION
# SOILS AND GEOLOGY EXPLORATION LOG

Project Glencoe Road — West Union Road Hole No. 2
Highway FAS A685 & A686 County Washington Bridge No.
Location "LW" 17+38 ℄ Prefix 534-1970
Ground Elevation Angle Vertical Equipment Used probe
Engineer Purdy Purpose of Work Foundation Investigation
Started 3-27-79 Completed 3-27-79 Drillers Jennison, Hatcher
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

| ELEVATION | HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC. | WEATHERING | JOINTING OR PARTICLE SIZE | % NAT. MOISTURE, LIQUID LIMIT, P.I. | COLOR | TEXTURE | SAMPLING METHOD, SIZE | BLOWS / SAMPLED FT. | RECOVERY FT. / % RECOVERY | CASING SIZE AND DEPTH | WATER LEVEL | DEPTH FEET | GRAPHIC LOG | REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | feet | | | | | 0 | | SILTY-CLAY<br>Very Wet |
| | Very Soft | | | | Light Brown | Fine | Pushed by hand to 6.5 feet | | | | | 2<br>4<br>6 | | |
| | Med. Firm | | | | | | 20 / 1 | | | | | | | |
| | | | | | | | | | | | | 8<br>10 | | |

"M"—Oregon Miniature Pile Tests—No. ..........
"N"—Standard Split-Barrel Sampler Tests—No. ..........
"U"—Undisturbed Samples—No. ........
"C"—Core Sample ........

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Date 3-28-79

Form E-669 (5-71)

Sheet 1 of 1

# OREGON STATE HIGHWAY DIVISION
# SOILS AND GEOLOGY EXPLORATION LOG

Project Glencoe Road — West Union Road Hole No. 3
Highway FAS A685 & A686 County Washington Bridge No.
Location "LW" 16+50 ℄ Prefix 534-1970
Ground Elevation Angle Vertical Equipment Used Probe
Engineer Purdy Purpose of Work Foundation Investigation
Started 3-27-79 Completed 3-27-79 Drillers Jennison, Hatcher
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

| ELEVATION | Hardness or Strength Values, Vane Shear, Torvane, Triaxial, etc. | Weathering | Jointing or Particle Size | % Nat. Moisture, Liquid Limit, P.I. | Color | Texture | Sampling Method, Size, feet: Blows / Recovery ft. | Sampled ft. | % Recovery | Casing Size and Depth | Water Level | Meters | Depth Feet | Graphic Log | REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Soft | | | | Light Brown | Fine | 4 / 1 | | | | | | 0 | | SILTY — CLAY<br>Very Wet |
| | | | | | | | 5 / 1 | | | | | | 1 | | |
| | Very Soft | | | | | | 3 / 1 | | | | | | 2 | | |
| | Soft | | | | | | 8 / 1 | | | | | | 3 | | |
| | Medium Firm | | | | | | 15 / 1 | | | | | | 4 | | |
| | | | | | | | | | | | | | 5 | | |

"M"—Oregon Miniature Pile Tests—No. ..........
"N"—Standard Split-Barrel Sampler Tests—No. ..........
"U"—Undisturbed Samples—No. ........
"C"—Core Sample ........

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 3-28-79

9361

L.

September 6, 1978

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Roger Thomssen
Director of Elections & Records

MISC. CONTRACTS and
AGREEMENTS No. 6469

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of Glencoe Road-West Union Road Section of Glencoe and West Union Roads.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

9361

Pub. Works.

# WASHINGTON COUNTY

Inter-Department Correspondence

Date August 16, 1978
For Meeting of: August 22, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Federal Aid Secondary Project - Glencoe-West Union Road

As you recall, we made an application to the state for a Federal Aid project in the vicinity of North Plains which would realign West Union Road, build a new bridge across McKay Creek, and realign the Glencoe Road where it crosses the Burlington Northern tracks, thereby eliminating the substandard overcrossing with the addition of a protective gate installation.

The state has now presented us with the necessary agreements to proceed with the project.

RECOMMENDATION: Your Board authorize execution of the prepared agreement with the state. The state is to do the engineering work.

Respectfully submitted,

John F. Crockett

JFC:pj

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-464
DATE 8-22-78
BY Jo Ann Johansen
CLERK OF THE BOARD

9361

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

PROJECT MANAGEMENT
PME ☐
LGE (AM)
CCE ☐
FAE ☐
OM ☐
OPE ☐
JUL 10 1978
TAA
File: PM M
LG
FA
OP

July 10, 1978

Mr. John F. Crockett, Director
Department of Public Works
Washington County
150 N. First Avenue
Hillsboro, OR 97123

Rock Creek Bridge
West Union Road
Washington County
Bridge 13030A
Review of Proposed Revisions

We have reviewed the plans sent to us by your office on July 6 and have a few minor comments.

1. The structure as shown on your revised plans has adequate strength for all anticipated loading conditions. However, the proposed 4 x 4 pedestrian rail post is stressed in bending to 2060 psi at the net section. This requires Douglas fir or larch, grade No. 1, to meet allowable stresses. Thus, the posts should be carefully inspected in the area of their connection to the slabs.

2. We feel the low, unprotected rail posts along a narrow walk will be a hazard to cyclists.

3. Lowering the bent cap elevations shown on drawing 33409 by 0.06 feet would allow for slab camber without changing the profile grades.

4. If bearing pads are used beneath the slabs, a 1/2 inch thick styrofoam plug should be placed on top of the dowels before filling the holes with grout. This will prevent the dowel's punching grout out the top of the hole under repeated live loads.

I hope construction of this bridge goes well. Please let me know if we can be of further help.

ORIGINAL SIGN
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. L. Hardt
Jon Rose
D. H. Moehring

Form 81-731-0027 (9-77)

# STATE OF OREGON
# MICROFILMED PUBLIC RECORD

( IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070 )

| |
|---|
| NAME OF AGENCY<br>OREGON DEPARTMENT OF TRANSPORTATION |
| TITLE OF RECORD SERIES<br>CONSTRUCTION CONTRACTS |
| ARRANGEMENT OF RECORDS<br>CONTRACT NUMBER |
| INDEX<br>NONE |

**INDEXING BEGINS WITH :** 9329 (1980) **ENDS WITH** 9361 (1980) (Cont'd on R.227)

**FLASH CARDS:**

**REMARKS:**

| CAMERA: MAKE AND MODEL | FILM TYPE | REDUCTION RATIO | REEL NUMBER | PROJECT NUMBER |
|---|---|---|---|---|
| BELL AND HOWELL FILEMASTER | 16MM AHU | 21X | 226 | |

## CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 4th DAY OF December 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)